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American Railroad Journal.

New York, Saturday, February 18, 1865.

California and Columbia River R. R.

We have received the report of Col. Charles Barry, Superintendent of surveys of the California and Columbia River Railroad, in relation to the construction of a road from Marysville, California, to the Columbia river, Oregon. It is written in non-professional language, being rather for general circulation than particular study, and embraces general views of the route through the Willamette, Umpqua and Rogue river vallies, the character and resources of which were described in our last issue.

In passing from the Rogue river to the Umpqua valley, three routes have been explored, either of which is practicable. The second of those mentioned in the report, leaving the Rogue river near the mouth of Big Butte creek, and passing up Trail creek on the general line of the old Kearney trial, over the divide and over a branch of the south fork of the Umpqua river coming into the main valley at the mouth of Myrtle creek is understood to be twenty miles shorter than either of the two others, has an easy grade, is free from rock cuttings and offers the resource of plenty of timber. The Applegate pass in the Calapooias, on the route between the Umpqua valley and the Willamette is stated to be the most practicable line for a railroad between the two vallies, saving fifteen miles of distance with slight grades, excavations small, and timber plentiful. The line through the Willamette valley commences at the north end of the Applegate pass and runs to the foot of the Seappoose mountains 120 miles, with not a single mile of a greater grade than 15 feet. Thence the line crosses Seappoose creek to the Columbia river.

Col. Barry considers this the straightest, shortest and most economical route through the Willamette valley. For a terminus the city of Portland may be selected and approached by the West branch of the Willamette river crossing at the Falls, by the way of Sucker lake, and the West branch of the river below Oswego, and by the way of Cornelius pass and the West bank of the river below Portland.

The estimates are that from the Summit of the Siskiyou mountains (where it is proposed to connect with the Oregon and California Railroad Company) to Ashland 26 miles the cost will be $80,000 per mile, thence to Hunter's ferry 38 miles $40,000 per mile, thence to Canyonville 12 miles $89,000 per mile, thence to Roseburg 31 miles $40,000 per mile, thence to the head of the Willamette valley 50 miles $40,000 per mile, thence to the navigable waters of the Columbia 130 miles $35,000 per mile.

The total cost would therefore be $15,000,000 in the State of Oregon.

The traffic and earnings of a road, with termini on the Pacific Ocean and passing through and connecting all the great vallies and grain growing districts, controlling the whole coastwise travel and trade, and connecting Oregon, Idaho, Washington, British Columbia and Vancouver's with California, Nevada, and the Atlantic States, are naturally claimed to be of such magnitude in the future as to distance all competition and rivalship. It is contended that it will control the freight and traffic of all the great vallies, lying almost in a straight line with each other; each six millions of acres, (but a small part of the whole,) contributing 1,500,000 tons per annum of freight, at $10 per ton. But the report taking 500,000 tons per annum for its basis, considers the revenue from freight alone would be $5,000,000 per annum, without reference to the freights and business from the mines of silver, gold, lead, copper, and coal along the line of the road itself.

The freight from these mines is estimated to be 100,000 tons per annum, a moderate calculation, which at $10 per ton would be $1,000,000 more; lumber 50,000 tons at $5, would be $250,000, merchandize up the road from San Francisco, 50,000 tons at $10, 500,000, and for passenger traffic $650,000. This stated more in detail would be as follows:

Estimated earnings of the California and Oregon Railroad from Marysville, California, to the Columbia river, Oregon:

To 500,000 tons local freight (exclusive of freight from mines) @$10 per ton	$5,000,000
To 100,000 tons of freight from mines @10 per ton	1,000,000
To 50,000 tons of freight on lumber @$5 per ton	250,000
To 50,000 tons through fast freight @$10 per ton	500,000
To local passengers fares	650,000
To 50,000 through passengers @$30	1,500,000
To mails and express	300,000
Total earnings per annum	$9,200,000
From this deduct:	
Running exp. 650 miles @$4,000 per m.	$2,600,000
Annual repairs	1,000,000
Total expenses	$3,600,000
Net earnings	$5,600,000

which is 18¾ per centum on thirty millions of dollars—the estimated cost of construction of the whole line.

The funds for the construction of this road it is contended by Col. Barry, should in part be raised by the people along the line; by seeking aid from Eastern capitalists, and then by obtaining from Congress such aid as it has given to other States. The plan is one of the largest, and will undoubtedly at no distant day be successful.

☞ A line of steamers has been established to sail between Boston and Liverpool direct, once a fortnight. The line has been established by Messrs. Warren & Co., and will begin its trips April 8th.

North Pennsylvania Railroad.

We have the report of this company for the year ending October 31, 1864. The time of closing the fiscal year has been changed from November 30th to October 31st, consequently the report embraces a period only of eleven months.

Earnings:	1863. 12 months.	1864. 11 months.
From passengers	$190,539 91	$280,960 45
" coal	140,288 94	176,101 61
" pig iron	19,867 22	23,690 9
" lumber	7,046 85	14,245 09
" local freight	118,690 31	137,792 29
" through freight	38,235 87	48,206 76
" mails	2,756 00	2,679 34
" rents, etc	7,212 59	5,928 81
	$524,637 69	$689,605 33
Expenses, viz:		
Maintenance of way	$54,174 12	$86,338 42
Motive power	86,292 43	117,849 05
Maintenance of cars	21,888 12	99,079 26
Conducting transp.	67,626 77	80,323 18
General expenses	19,098 29	24,113 20
	$249,079 73	$357,703 11
Net earnings	$275,557 96	$331,902 22

This shows an increase, over the previous fiscal year, in gross earnings of $164,967 64; in expenses of $108,623 38; and in net earnings of $56,344 26.

The earnings in November were $60,428 98; the expenses, $35,100 66; and the net earnings $25,328 32.

For the year ending November 30, 1864, the earnings were $750,034 31; the expenses, $392,803 77; and the net earnings $357,230 54—an increase in gross earnings, as compared with the year ending November 30, 1863, of $225,396 62; in expenses of $143,724 04; and in net earnings of $81,672 58.

The charges against income for the year are as follows:

Six per cent. coupons	$150,000 00
Ten " "	36,000 00
Interest on scrip	14,742 30
Ground rents and interest on mortgages	6,258 18
National and State taxes	12,769 09
	$219,769 57
Less interest earned	3,169 67
Total	$216,572 90

—leaving a balance for the eleven months of $115,329 22; or for the year of $140,657 64.

The earnings as stated above are those of the North Pennsylvania Railroad alone, excluding all sums received for other companies; and the expenses include renewals and repairs.

The increase in the business of the road, both in passengers and freight, necessitated a large increase in the rolling stock, side tracks, engine houses, etc., for its accommodation. These have been provided in a measure as fast as the finances of the company would warrant. There have been placed on the road during the year 3 new locomotives, 7 passenger, 2 express, 21 house, and 35 platform cars. A large freight shed and platform, have been erected at Front and Noble streets, at a cost of $4,602 60; and a freight house at Quakertown, which cost $1,074. A small brick office at Willow street, has cost $481 38, and a larger one $865. A brick engine house $650 25, and a stone do., at Lansdale $1,704 98. Two new iron turntables at Lansdale, and at Hilltop, near Coopersburg, have cost $4,608 96; and $4,544 87 has been expended on water stations, wells and fixtures at Lansdale, Rockhill and Hilltop. A large number of new sidings have been laid, the aggregate length of which has been little less than three miles. The amount charged to that account is $33,996 82; including which, and the amount paid on account of the new passenger depot at Berks street, $6,068 85, the total amount charged to construction during the year, has been $64,816 01. The amount charged to equipment account during the same time was $93,350 61.

The company have purchased (on ground rent) a large lot on Berks street, extending from American to Third street, adjoining the other property of the company, which will afford ample room for erecting the necessary engine houses, etc., in future. The company now own 1,445 feet on American street, a considerable portion of which extends from Second to Third streets, and embracing an area of over eight acres.

The passenger depot, which the company are erecting at the corner of American and Berks streets, will when finished, be capable of holding 36 passenger cars under cover, standing upon five tracks. It is intended to make it the terminus of all the passenger trains, no portion of the city track worked by horse power, will then be used by passenger trains. The front of the building, which is of brick, 50 by 78 feet, and two stories high, is already under roof. The car shed will be 436 feet long and 118 feet wide, the foundation walls of which are built.

The company have 20 locomotives. The number of miles run has been: with passenger trains, 181,183; with freight trains, 115,000—total, 296,183. Cost of repairs $22,490 43. Cost of fuel, $50,594 24. Cost of stores, $4,610 59. Average cost per mile for passengers 16.6 cents; for freight, 36.4 cents. Number of passengers carried, 625,805; do., carried one mile, 10,564,759—equal to 195,642 through passengers. Tons of freight carried one mile, 11,223,167. The increase in mileage of passengers over the previous year was 3,252,679; and in mileage of freight, 962,516.

The opening of the Penn Haven and White Haven Railroad, though delayed beyond the time contemplated, has added considerably to the passenger and miscellaneous freight business of the company.

The Lehigh Coal and Navigation Company are now engaged in constructing a railroad parallel with their canal, along the north side of the Lehigh River, which they intend to connect with the North Pennsylvania Railroad at Bethlehem. It is thought that this will add largely to the business of the line.

The construction of the connecting railroad, from Frankford to West Philadelphia has been commenced, and there is good reason to hope that it will benefit the North Pennsylvania Railroad.

The arrangement entered into between the company and the bondholders for funding certain coupons, has been practically carried out; but $430 of the 6 per cent., and $25 of the 10 per cent. remain unfunded. Under that arrangement $58,500 of the unissued chattle mortgage bonds of the company were pledged to trustees as collateral security for the punctual payment at maturity (July 1, 1870,) of the scrip issued under said agreement. The balance of the bonds, say $81,500 have been cancelled, making the chattle-mortgage account stand thus:

Amount issued	$360,000
Held as above stated	58,500
Cancelled	81,500
Making, as originally authorized	$500,000

CONDENSED BALANCE SHEET.

Capital stock	$3,150,150 00
Instalment account	4,399 92
Six per cent. bonds	2,500,000 00
Ten per cent. bonds	360,0 0 00
Scrip six per cent. bonds	209,730 00
Scrip ten per cent. bonds	35,975 00
Ground rents and mortgages	129,195 49
Six per cent. coupons unpaid to No. 19, 1st July, 1864, inclusive	2,482 50
Coupons Nos. 12, 13, and 14, to be funded	430 00
Coupons ten per cent. No. 9, to be funded	25 00
C. M. coupons unpaid, Nos. 12, 13, 14 and 15, to October 1st, 1864, inclusive	1,350 00
Interest on scrip unpaid	223 35
Accounts unpaid	49,613 98
	$6,443,575 24
Right of way	$212,896 49
Construction	4,841,114 02
Equipment	517,375 15
Depots, shops, and water stations	116,477 52
Telegraph	4,967 39
Real estate	460,721 59
Trustees' general mortgage	2,600 00
Scrip North Pennsylvania R.R. Co.	9,782 66
Scrip Delaware Mutual Insur'ce Co.	195 00
U. S. certificates of indebtedness	3,000 00
Loans	48,975 00
Unpaid accounts	27,439 85
Stores on hand	34,158 07
Profit and loss	133,881 46
Cash on hand	29,991 04
	$6,443,575 24

President.—FRANKLIN A. COMLY.

Directors.—John Jordan, Jr., Algernon S. Roberts, J. Gillingham Fell, S. Morris Waln, William C. Ludwig, Ellwood Shannon, Edward C. Knight, Alfred Hunt, I. Pemberton Hutchinson, William C. Kent.

Treasurer.—WILLIAM WISTER.

Secretary.—EDWARD ARMSTRONG.

Engineer and Sup't.—SOLOMON W. ROBERTS.

Terre Haute and Richmond Railroad.

The earnings and expenses of this road for the years ending November 30, 1863 and 1864, have been as follows:

Earnings:	1863.	1864.
From passengers	$263,981 89	$404,565 41
" U. S. troops	65,830 36	61,776 31
" freight	383,449 17	453,900 18
" coal	35,686 30	55,880 90
" mail, express, etc.	25,670 76	31,856 41
	$774,618 48	$1,007,979 21
Expenses, viz:		
Running road	$80,041 14	$105,029 71
Road repairs	88,645 63	183,398 70
Machine shop	68,947 67	90,071 67
Sundries	81,535 56	88,852 46
U. S. Tax	10,174 05	16,372 27
	$329,344 05	$486,724 81
Net earnings	$445,274 43	$521,254 40
Additional expenditures	137,747 28	174,770 92
Balance	$307,527 15	$346,483 48

The capital stock of the company has been increased during the year by the conversion into stock of $6,000 of 7 per cent bonds; also by a dividend in stock of 25 per cent., in April last,

amounting to $376,700. The amount of capital stock now outstanding is $1,900,150; and of 7 per cent. bonds, $88,000—making the aggregate of stocks and bonds November 30, 1864, $1,988,150.

The increase of transportation receipts in 1864 over those of 1863 is $233,360 73; and of operating expenses, including U. S. taxes, $157,380 76—leaving the increase of net earnings, $75,979 97.

The gross receipts from transportation were		$1,007,979 21
From other sources		45,718 51
Total revenue		$1,053,697 72
Operating expenses	$467,352 54	
U. S. tax	19,372 27	
Additional expenses	174,770 92	
		661,495 73
Receipts, less expenditure		$392,201 99
U. S. tax on stock dividend	$11,771 51	
Fractional stock dividend.	3,912 50	
June div. and U. S. tax	119,946 30	
December dividend	95,007 50	
" " extra	95,007 50	
U. S. tax on same	10,000 78	
" on surplus	2,822 80	
		338,468 89
Balance		$53,733 10

The directors at their meeting held on the 24th of December, declared a dividend of five per cent., also an extra dividend of five per cent out of the surplus fund, reserving the remainder of that fund, with a view to the construction in part, or in whole, of a double track.

The additional expenditures, noted above, consist of:

New locomotives	$102,741 90
" passenger cars	10,930 33
" freight "	34,979 58
" buildings	4,863 38
Rebuilding bridges	6,742 80
State and county taxes	6,917 10
Interest and exchange	7,595 83
	$174,770 92

The equipment of the road consists of 23 locomotives; 20 passenger, 8 baggage and mail, and 440 freight, coal, stock, gravel and hand cars. Two locomotives, and three first-class passenger cars with raised roofs, have been placed on the road during the year, and 57 cars for freight, etc., built in the company's shops. Two more locomotives, and one passenger and one freight car have been purchased, which have not yet been delivered on the road.

The number of miles run by engines with passenger trains has been 141,807; with freight trains, 192,273; with other trains, 36,475—total, 370,555. Cost for repairs, $32,795 02, or $8.85 per 100 miles run. The average cost of running an engine per 100 miles was $30.08.

The number of through passenger carried was 109,914; way do., 169,893—total 279,807, an increase over the previous year of 87,917. Troops transported, 42,372—a decrease of 5,037.

During the year 1,369¾ tons, or 14 miles of new rails, 47,055 new cross-ties, 7,494 wrought iron chairs, and 21¾ tons of spike have been put in the main track, and 12 miles re-ballasted. Within the past five years, 41 miles of the main track has been re-laid with new rails leaving 32 miles of the original rails now in the track, which should be renewed within the next two years, requiring 1,660 tons of rails for each year. About one mile of new sidings have been laid with cut or re-welded iron. One new wrought iron bridge, of 57 ft. span has been built. It is intended to re-build the remaining seven during the coming year if the prices of labor and materials will admit of making the necessary expenditure.

Within the year, contracts have been made with the "Union Transportation Company" upon favorable terms to run a through line of cars between St. Louis, Pittsburgh, Philadelphia and New York, over this road; also with the "Erie Transportation Company" for the same purpose. These arrangements will add materially to the future gross freight earnings of the road, and practically increase the facilities of the company for moving through freights promptly.

The passenger fares upon this road have been increased during the year from $2.25 to $3.00. The advance in passenger fares and freight tariffs since 1852 has been 33 per cent, while the expense accounts have been increased an average of 60 to 70 per cent.

BALANCE OF LEDGER.

Construction account	$1,962,509 22
Union depot & track at Indianapolis	25,640 78
Evansville and Crawfordsville Railroad Stock	24,429 89
Evansville and Crawfordsville Railroad Extension Bonds	94,850 00
Cincinnatti and Indiana R. R. Bonds	50,000 00
United States 5-20 Bonds	100,000 00
United States Military Transportat'n	12,120 87
United States Mail	3,802 08
State of Indiana Loan	15,000 00
State of Indiana Military Transp	8,019 30
St. L., A. & T. H. Railroad Military Drafts, payable when collected	156,576 40
Bills Receivable	31,826 96
Farmers' Loan and Trust Company.	4,387 35
Real Estate, 1859	10,000 00
Real Estate, for Wood purpose	9,065 00
Real Estate, for Depot Grounds	511 10
Machine Shop Material	68,060 13
Fuel	10,787 00
Cross-Ties	2,000 00
Due from Agents	25,345 26
Treasurer	448,077 21
	$3,063,108 55
Capital Stock	$1,900,150 00
Seven per cent. Bonds	88,000 00
Coupons unpaid	4,343 85
Dividends unpaid	4,646 25
Due Foreign Roads	51,072 98
Due for New Locomotives	57,000 00
Gov. Freights payable to other Roads when collected	120,364 95
December Dividend, and Gov. Tax	200,015 78
United States Tax Account	2,722 87
Surplus Account	634,791 88
	$3,063,108 55

President.—E. J. PECK.

Directors.—Chauncey Rose, James Farrington, Demas Deming, Charles Wood, W. K. Edwards, F. Nippert, L. G. Warren, W. R. McKeen, E. J. Peck.

Secretary.—CHARLES WOOD.

Treasurer.—JOHN SCOTT.

Sup't and Engineer.—R. E. RICKER.

☞ Efforts are being made to establish a territorial government, under the name of "Neosho," for the district west of Arkansas and south of Kansas, now occupied by Indians, most of whom by joining the rebels have lost their claim to favorable consideration by the government. The number of Indians, of different tribes, is about sixty thousand, and they have made very little progress towards civilization. It is a fine country, and will probably be opened up to white settlers at an early day.

Interest and Dividends.

The Oswego and Syracuse Railroad Company have declared a dividend of 4 per cent. payable Feb. 20.

The Wrightsville, York and Gettysburg Railroad Company will pay a dividend for the year 1864 of 2 per cent. less 10 per cent. thereof retained for National and State taxes.

The Salem and Lowell Railroad Company have declared a dividend of 50 cents per share, payable Feb. 15.

The Naugatuck Railroad 5 per cent., payable on demand.

The Quincy Mining Company has declared a semi-annual dividend of $8 per share, payable February 23.

The Pennsylvania Coal Co. have declared a dividend of 7½ per cent., payable Feb. 15.

The Locust Dale Coal Co., 5 per cent., payable Feb. 25.

The Oil Basin Oil Company a dividend of 5 per cent., payable on the 20th inst.

The Allegheny and Pittsburg Oil Company a dividend of two per cent., payable March 1st.

The Cherry Run Petroleum Company a dividend of ten per cent., payable, clear of State tax, on the 23d instant.

The Ross Oil Company of Pittsburg, a dividend of 3 per cent. for January, being the fifth monthly dividend. Payable on the 15th inst.

The Chesapeake Oil Company of Baltimore, has declared a second monthly dividend of 2 per cent.

The Massachusetts Oil Creek Petroleum Company have declared their second monthly dividend of 2½ per cent., payable Feb. 14.

The Jersey Well Oil Company announces a dividend of three per cent., payable March 1st.

Northern Pacific Railroad Company.

The above named company is now fully organized under its charter from the present Congress approved in July last. The Directors chosen at the stockholders' meeting are: Samuel C. Fessenden, L. D. M. Sweat, of Maine, George Briggs, Philander Reed of New York, K. B. Small of Alabama, Josiah Perham, Willard Sears, Oliver Frost, A. W. Banfield, I. M. Beckett, A. Abbott, Nathaniel Green, Jr., and O. Hall of Massachusetts.

The Board of Directors organized by the choice of Josiah Perham for President, George Briggs for Vice President, and I. S. Withington for Treasurer.

Baltimore City Passenger Railway.

This company commenced operations on the 28th of July 1859. The rate of fare established by the charter was five cents per passenger, the city requiring the payment into its treasury of one-fifth of the gross receipts for the purchase and improvement of parks, etc. Since the company has been in operation, a period of more than five years, the payments to the city, including city taxes and license, have amounted to $245,035 61, while the entire profits accruing to the shareholders has been a dividend of $30,000 only, upon an actual capital of $640,000. In January, 1864, owing to the enhanced cost of feed, labor, etc., the Common Council passed an ordinance by which the company was relieved from the payment of city taxes,

and license charge upon cars; and the General Assembly amended the charter by a supplemental act, authorizing the company to increase its rate of fare to six cents. The company have now petitioned the legislature so to amend the act of incorporation as to require the payment of only one-third of its net profits to the city, instead of one-fifth of the gross receipts. Attached to the Memorial, of which the above is an abstract, is the following Memorandum containing much valuable information in reference to the working of the company:

MEMORANDUM—JANUARY 1, 1865.

The Baltimore City Passenger Railway commenced operation July 28, 1859.

Capital (amount paid in) $640,000.

Paid city of Baltimore to January 1st, 1865, Park Tax	$233,062 93
Paid city of Baltimore to January 1st, 1865, City Tax and License	11,972 68
	$245,035 61

Dividend paid Shareholders since the road commenced operations $30,000.

Depreciation in Track and Equipment.—Thirty miles of track will require renewal in twelve years; will cost to renew, with a credit of old material, $8,000 per mile. Depreciation of Track $20,000 per annum, for five years $100,000.

80 Cars have run an average of 4 years, will require renewal in 6 years.

Cost per Car, $1,200, credit old Cars		$200
Depreciation Cars, per annum, say		13,000
For four years		52,000
Original stock of Horses	400	
Present stock	370	
Depreciation of Horses	30 at $150.	4,500
Making total depreciation of track and equipment		$156,500
The liabilities of the Company exceed		5,903
Borrowed money		10,000

Receipts and Expenditures for the Fiscal Half Year ending January 1, 1865.

July	$31,810 82	$30,788 20	gain,	$1,022 61
August	30,582 17	30,317 71	gain,	246 46
Sept	30,721 40	31,398 38	loss,	676 98
Oct	32,565 21	32,380 11	gain,	235 10
Nov	28,378 90	31,358 73	loss,	1,984 83
Dec	29,267 10	35,709 84	loss,	6,442 74
Current working exp. exceeds revenue.				$8,600 38
Depreciation in property				18,750 00
Loss for the fiscal half year				$27,350 38

Price of Corn from 1861 *to* 1865.

Average Price per Year.	Highest Price.	Lowest Price.
1861 ....56½ cts per bus.	64 cts.	45 cts.
1862 ....60½ "	75	50
1863 ....92⅞ "	112	69
1864 ...156 "	190	112

Cost of horse feed per day, year 1861		26 cts.
" "	1862	38 "
" "	1863	47 "
" "	1864	71 "
" "	Jan., 1865	85 "
The cost of working one car, per day, for the year 1861		$8 54
The cost of working one car, per day, for the year 1862		8 62
The cost of working one car, per day, for the year 1863		10 86
The cost of working one car, per day, for the year 1864		16 18
The cost of working one car, per day, for January, 1865		18 00

☞ The Nevada Legislature have a bill before them compelling all mining companies incorporated under the laws of other States and holding property in Nevada, to remove their offices to that State, under penalty of not being recognized in their corporate capacity.

Life Insurance Companies—New York and Brooklyn.

COMPANIES DERIVING THEIR CHARTER FROM THE STATE.

		Capital Stock.	Policies in force— No.	Policies in force— Amount.	Gross Assets, Sept. 30, '64.
N. Y. Life and Trust	Organized under special charters.	$1,000,000	239	$757,150	$1,845,848
New York		—	9,949	26,194,426	2,705,667
Mutual		—	15,044	52,615,656	10,611,149
United States	Organized under general act of 1849.	100,000	3,631	8,478,027	1,067,685
Manhattan		100,000	5,206	17,043,381	1,500,787
Knickerbocker		100,000	1,556	3,905,813	694,310
Equitable	Organized under general act of 1853.	100,000	3,264	9,260,450	584,713
Guardian		125,000	1,577	2,914,822	210,266
Washington		125,000	1,057	2,945,800	267,462
Home (Brooklyn		125,000	3,423	7,165,450	418,329
Germania		200,000	3,040	5,020,502	335,342
Security		110,000	1,005	2,238,600	160,092
North American		100,060	840	2,088,350	160,853
Total New York State Companies			49,831	$140,628,427	$20,262,506

COMPANIES CHARTERED BY OTHER STATES HAVING OFFICES IN NEW YORK.

	Capital Stock.	Policies in force.— No.	Policies in force.— Amount.	Gross Assets, Sept. 30, 1864.
Connecticut Mutual, Hartford, Ct.	$ —	15,775	$40,679,587	$5,903,891
Mutual Benefit, Newark, N. J	—	10,861	36,285,443	5,466,212
New England Mutual, Boston, Mass.	—	7,040	21,382,324	3,024,027
Massachusetts Mutual, Springfield, Mass.	100,000	3,364	7,424,350	874,764
Union Mutual, Augusta, Me.	50,000	2,988	6,841,957	802,088
Charter Oak, Hartford, Ct.	100,000	3,047	5,909,011	657,387
Phœnix Mutual, "	16,000	2,666	3,019,959	353,994
Berkshire Mutual, Pittsfield, Mass	77,500	1,140	2,248,100	317,546
National, Montpelier, Vt.	25,000	1,383	2,242,519	375,775
Total companies of other States		48,264	$127,030,250	$17,575,684

FOREIGN (BRITISH) LIFE INSURANCE COMPANIES.

	Policies in force.— No.	Policies in force.— Amount.	Premium Income.
Eagle	462	$1,944,175	$66,744
British Commercial	573	1,789,350	56,433
Liverpool and London	266	1,030,908	39,038
International	618	1,892,184	75,464
Royal	521	1,830,837	50,631
Total foreign companies	2,440	$8,487,454	$288,310
Aggregate American and foreign in force	100,535	$276,146,131	

Internal Revenue Returns.—Report of Commissioner Lewis.

	Tot. Coll'ns for fiscal year end'g June 30, 1864.	Refunded.	Net. Total.	Collection of 10 months ending June 30, 1863.	Net tot. collections to June 30th, 1864.
Maine	$1,172,021 94	$7,335 35	$1,164,686 59	$481,637 10	$1,646,328 69
New Hampshire	1,003,957 58	4,167 41	999,800 17	471,712 80	1,470,512 97
Vermont	359,387 73	6,691 95	352,695 78	190,826 22	543,122 00
Massachusetts	11,193,473 76	32,821 60	11,160,652 16	4,443,059 80	15,604,611 96
Rhode Island	1,831,075 37	40,180 48	1,790,894 89	774,200 61	2,565,095 50
Connecticut	2,918,885 38	5,318 23	2,913,567 15	1,486,707 19	4,400,284 34
New York	24,688,804 37	52,753 60	24,636,050 77	8,570,779 28	33,206,830 05
New Jersey	2,907,392 37	6,775 93	2,900,616 44	1,198,558 74	4,099,175 18
Pennsylvania	13,001,845 17	41,362 38	12,960,482 79	4,956,870 82	17,917,353 61
Delaware	368,643 67	1,529 12	362,122 74	163,084 93	525,207 68
Maryland	2,769,450 08	7,501 59	2,761,948 49	960,506 19	3,722,544 68
Dis't of Columbia	348,242 46	38 25	348,154 21	43,701 49	391,855 70
Virginia	137,314 92	198 35	137,116 57	757 68	137,874 25
West Virginia	323,010 75	45 40	322,905 35	87,884 57	410,849 92
Kentucky	3,800,867 32	1,277 80	3,799,589 52	1,361,358 64	5,160,948 16
Missouri	3,220,972 28	5,540 72	3,215,431 54	1,161,739 83	4,377,171 39
Tennessee	598,145 97		598,145 97		508,145 97
Louisiana	2,181,300 87	50,100 13	2,131,200 74	159,254 90	2,290,455 64
Ohio	11,802,272 02	10,938 34	11,791,333 68	3,195,866 67	14,987,200 36
Indiana	3,285,665 79	8,265 15	3,257,401 64	988,709 05	4,246,110 69
Illinois	9,758,351 46	1,860 09	9,756,491 37	2,057,666 43	11,814,154 80
Michigan	1,183,671 42	1,509 14	1,182,162 28	460,210 30	1,602,372 58
Wisconsin	983,461 09	894 29	982,566 86	402,326 50	1,384,893 30
Iowa	601,953 33	1,615 63	600,337 70	279,181 91	879,519 61
Minnesota	84,075 81	224 25	83,851 56	59,561 27	143,412 83
Kansas	65,164 85	287 27	64,877 58	38,906 47	103,784 05
California	1,646,556 30	4,917 57	1,641,638 73	674,954 51	2,266,593 24
Oregon	103,905 40	206 94	103,698 46	61,304 39	165,002 85
Nebraska	26,548 41	150 00	26,398 41	12,419 45	38,817 86
New Mexico	10,941 09		10,941 09	9,318 00	20,259 09
Utah	13,748 14		10,748 14	6,140 96	19,889 10
Colorado	40,953 83	393 99	40,559 84	21,078 85	61,638 69
Nevada	79,784 33		79,784 33	22,904 61	102,688 94
Washington	22,394 92	143 33	22,251 59	15,160 57	37,412 16
Total	$102,509,241 18	$295,076 08	$102,214,165 10	$34,769,257 73	$136,983,422 23

The difference between the amount given as the collections for the ten months ending June 30, 1863, and the amount stated in the last annual report ($524,401 77), is the balance of collections reported to the office since the date of that report.

In addition to the $102,214,165 10 collected during the year ending June 30, 1864, there was paid directly to the bureau the sum of $14,636,507 34—making the total receipts $116,850,672 44, viz:

Received by collectors	$102,214,165 10
Receipts from banks, railroad Co., &c., paid directly to commis'r.	7,017,547 03
Receipts from salaries	1,705,124 62
Receipts from sale of stamps	5,894,945 14
Receipts from passports through Department of State	10,515 00
Receipts from suits on account of office	408 32
Receipts from warrants of distress	7,968 22
Total receipts	$116,850,672 44

Of the $102,214,165 10 collected during the year, the collectors have paid into the treasury $93,833,415 28.

The total amount of taxes collected on incomes other than that derived from being an officer of the government, was $14,919,279 58. Of this New York paid $4,918,369 67; Pennsylvania, $2,035,-166 03; Massachusetts, $1,904,732 03; Ohio, $1,-117,691 18; Illinois, $586,435; and California, $580,227 01. The balance of the states, with the exception of Maryland, which is returned $510,-765 27, paid less than $500,000 each. The District of Columbia paid $146,689 24, which is more than the revenue derived from the same sources in New Hampshire, Vermont, Minnesota and Kansas combined.

The total amount derived from licenses for business, exhibitions, &c., was $7,178,205 26. From retail liquor dealers licenses the amount collected was $1,612,636 25; from retail dealers, $1,338,345 95; from wholesale dealers, $1,220,-787 01; from wholesale dealers in liquor, $175,-764 76; from commercial brokers, $207,098 26; manufactures, $471,091 45; physicians, $282,774 04; from peddlers of all descriptions, $264,111 64; lawyers, $129,186 20; hotels, $238,081 82; brokers of cattle, $106,337 29; and money brokers, $98,678 05. The amount derived in the District of Columbia from this source of revenue was $104,937 47.

The gross amount of taxes received from manufactures and productions was $75,403,386 60. Of this New York contributed $16,814,455 90; Pennsylvania, $9,585,964 65; Ohio $9,453,335 95; Illinois, $8,388,949 83; Massachusetts, $8,250,872 92; Kentucky, $3,061,489 64; Indiana, $2,549,890 66; Louisiana, $1,893,911 41; Maryland, $1,842,728 22; Rhode Island, $1,340,387 28; Maine, $882,-980 14; and the District of Columbia, $71,341 33.

The total amount of revenue derived from slaughtered animals was $695,201 68; from gross receipts of steamers, express companies, &c., $2,-895,998 63; from sales by auction, &c., $138,082 43; from legacies, $310,836 18.

The receipts from fermented liquors, such as ale, beer, cider, &c., were $2,223,719 73. To this sum New York contributed $780,255 78; Pennsylvania, $310,287 98; Ohio, $209,685 97; Illinois, $155,570 21; and District of Columbia, $9,-216 13.

The amount derived from cigars was $1,255,424 79. Of this sum New York paid $356,461 47; Pennsylvania, $292,784 07; Ohio, $115,650 60; and Massachusetts, $97,547 27.

In the manufactures of iron Pennsylvania takes the lead. The total amount collected in that state on this article was $955,880 97. New York paid $606,988 49, Massachusetts $480,180 51, and Ohio $208,546 46.

The revenue derived from Rock and Coal oil was $2,235,328 80. Of this Pennsylvania paid $1,835,156 66; New York, $243,430 39; Ohio, $241,136 82.

From distilled spirits there was received $28,-431,979 83. Illinois contributed $7,262,433 15; Ohio $6,442,408 03; New York, $5,986,255 30, and Pennsylvania $2,194,425 94.

The amount derived from paper and manufactures of paper was $901,914 17; from leather, $3,-697,433 87; from all kinds of tobacco, 7,086,684 74; from manufactures of wool, $3,007,885 73; from manufactures of wood, $1,679,940 25; from sugar produced directly from the sugar cane, $1,-267,616 28; from manufactures of cotton, $1,-835,027 75; from raw cotton, $1,268,412 56; from cotton cloths and all textile fabrics before they are prepared, $1,713,148 76; from cigars, $1,255,424 79; from gunpowder, $155,302 07; from incomes on interest on United States securities, $75,373 93; and for miscellaneous manufactures, $6,285,076 32.

Wealth and Resources of Washington Territory.

This is one of the great territories of the Union which is hereafter to become a powerful and wealthy State. No one can look at the map of the new States and territories on the Pacific, and intermediate between that ocean and the Mississippi and Missouri Rivers, without being struck with the grandeur of their dimensions, their vast natural strength, their central continental position and their fitness for maintaining a thriving and dense population.

Of Oregon we gave the latest account in the last number of the JOURNAL, and Washington which lies North of it and West of Idaho, is next in order for a proper notice.

It is already divided into 19 counties, and contains 69,002 square miles, or 44,161,280 acres. It was reduced from its original size by the creation of the territory of Idaho, which lies to the east of it, and between it and Montana. Its population by the census of 1860 was 11,594, but in 1863 it was believed to contain 15,000, having increased from the previous enumeration in 1850 at the rate of 865 per cent.

Its cultivated farms amount to 83,022 acres, of the value of $1,116,202, and the implements of husbandry used upon them $202,506.

The live stock consisted of 5,005 horses, 178 asses and mules, 2,777 working oxen, 16,072 other cattle, 10,162 sheep, and 9,836 swine.

The products of animals were as follows: Butter, 157,802 lbs., cheese, 12,146 lbs., wool, 20,726 lbs., wax, 5,820 lbs., and the value of slaughtered animals was $105,108.

The cereal crops were of wheat, 92,609 bushels, rye, 244, Indian corn, 4,792, oats, 158,001, barley, 1,715, buckwheat, 977.

The commercial crops consisted of a very trifling quantity of tobacco, but 10 lbs., hops, 28 lbs., flax, 89 lbs.

The miscellaneous crops were:

Peas and beans, bushels	88,065
Irish potatoes "	191,354
Sweet " "	18
Wine, gallons	179
Hay, tons	4,871
Clover seed, bushels	116
Grass seed "	211

The orchard products were of the value of $23,-779, market gardens, $27,749, and home made manufactures $33,506.

The number of manufacturing establishments was 52, with a capital of $1,296,700, consuming annually $432,000 of raw material, employing 890 operatives, of whom but 4 were females, and producing fabrics of the value of $1,405,000, more than the whole capital and more than three times the value of the raw material employed, thus showing a most extraordinary profit.

Of the various articles produced, sawed and planed lumber was the leading one, estimated at $1,172,520. Flour, 73,800 bbls. Coal, 5,374 tons, in value $32,244. Fish, 18,900. Oysters, $44,597. Leather, $17,500.

The commerce of the territory is considerable. 7,000 tons of shipping are of American ownership, and the whole amount of tons entering and clearing the last year was upwards of 33,000.

Puget's Sound which has its head in this territory furnishes a noble harbor, and a secure refuge for commercial fleets no matter what their size may ever be. The town of Olympia is at or near the head of navigation. The British possession, north of the sound and the Strait of Juan de Fuca, known as Vancouver's Island, is the British naval station in the North Pacific, and is succeeding as a settlement in consequence of its commercial and natural advantages. Coal is found there in inexhaustible quantities, affording certain resources for the supply of all the steamers that are to one day resort to Puget's Sound.

Washington Territory is therefore to be considered as a rival of Vancouver's, in the race of progress, and is fully organized for the work. It has common schools, a university, and a flourishing town called Florence, with 3,000 inhabitants, in the mining region of Salmon River. Olympia is the territorial capital. The eastern portion of the territory is rich in gold mines, which are extensively worked and found profitable. The territory enjoys the advantage of a good wagon road from Walla Walla near the bend of Columbia River to Fort Benton, the head of navigation on the Missouri River, which was constructed by the United States Government, and is invaluable as a route of transportation and emigration.

☞ A bill has been introduced into the House of Representatives, and referred to the select committee on the Pacific Railroad, providing for the extension of the road eastward to Ontonagon, in Michigan, so as to have it connect with Eastern through routes. The existing grants of land, immunities and privileges to the Northern Pacific Railroad are to be extended to this road also.

☞ The project of a railroad from Albany, along the west bank of the Hudson river, is again being revived. A meeting was held at Coeyman's on the 14th ult., at which a committee was appointed to ascertain what material aid the inhabitants would furnish to bring the road from Albany to that village.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper				
Acton ....Ca.	200,000	5	----	1½
Acton Vale....Ca	50,000	5	----	5c
Adventure ....L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	26½
Algomah .... "	20,000	----	2	2½
Alliance ....Ca.	200,000	2½	----	----
Allouez ....L. S.	20,000	----	1	3½
American ....Ca.	200,000	2½	----	----
Amygdaloid ....L. S.	20,000	----	----	25
Annapolis....Md.	50,000	10	----	----
Arizona....Ariz. T.	10,000	100	----	----
Ascot ....Ca.	20,000	20	----	----
Astor ....L. S.	20,000	----	1	6½
Atlas .... "	20,000	----	1	4½
Aztec .... "	20,000	----	1	7
Balt. and N. C....N. C.	20,000	5	----	20c
Bare Hill .... "	----	----	----	3½
Bay State....L. S.	20,000	----	3½	15
Beaver .... "	20,000	----	1	----
Bedford ....Ca.	125,000	5	----	1
Black River .... "	200,000	2½	----	14c
Bohemian....L. S.	20,000	----	7½	10½
Bolton ....Ca.	200,000	5	----	1
Boston ....L. S.	20,000	----	5*	2½
B. and Corinth ....Vt.	20,000	10	----	----
Brooklyn....L. S.	20,000	----	2	----
Brome ....Ca	100,000	5	----	2
Cabot ....L. S.	20,000	----	½	----
Caledonia .... "	20,000	----	----	7
Cambridge .... "	20,000	----	5	25c
Canada ....Vt.	100,000	1	----	75c
Carp Lake....L. S.	20,000	----	----	1½
Cascade .... "	20,000	----	----	----
Central .... "	20,000	----	----	52½
Champlain ....Ca.	200,000	1½	----	15c
Chatham .... "	200,000	2	----	----
Chaudiere .... "	100,000	1	----	50c
Chester .... "	200,000	1	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ....L. S.	20,000	----	----	----
Cleveland ....Ca	100,000	5	----	----
Cliff ....L. S	20,000	----	----	1
Clifton .... "	20,000	----	----	1
Collin .... "	20,000	----	½	----
Columbian .... "	20,000	----	4½	9
Consolidated .... "	20,000	----	5	5c.
Copper Falls .... "	20,000	----	24½	30
Copper Harbor .... "	20,000	----	1	----
Copper Hill .... "	200,000	1	----	----
Copperas Hill .... "	50,000	10	----	----
Cornwall ....Vt.	100,000	2	----	25c
Dacotah ....L. S	20,000	----	----	5
Dana .... "	20,000	----	3½	1½
Deep River....N. C.	----	5	----	20c
Delaware ....L. S.	20,000	----	----	15
Derby .... "	20,000	----	----	1½
Devon .... "	20,000	----	1	4½
Dorchester .... "	20,000	----	6	7
Douglas .... "	20,000	----	----	----
Dover ....Ca.	200,000	----	1	2½
Dudley ....L. S.	20,000	----	½	3
Dunham ....Ca.	200,000	2	----	25c
Durham .... "	200,000	5	----	25c
Eagle River....L. S.	20,000	----	3½	3
El Dorado (Silver) "	20,000	----	----	----
Escott ....Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ....L. S.	20,000	----	----	12½
Eureka .... "	20,000	----	----	----
Everett .... "	20,000	----	5*	----
Evergreen Bluff .. "	20,000	----	----	16
Flint Steel .... "	20,000	----	----	13
Forest City .... "	20,000	----	3	1
Forest Shepherd .. "	20,000	----	6	----
Franklin ....L. S.	20,000	----	6½	50
French Creek .... Pa.	100,000	5	----	75c
Gardner City ....L. S.	20,000	----	----	----
Gardner Hill .... "	20,000	----	5	87½
Girard .... "	20,000	----	----	6
Glade .... "	20,000	----	1	----
Glencoe ....Ca.	200,000	1	----	10c
Globe ....L. S.	20,000	----	1	----
Grand Portage .... "	20,000	----	1	40
Grand Trunk ....Ca.	100,000	5	----	69c
Great Western....L. S.	20,000	----	2	1⅜
Green Mountain....Vt.	20,000	10	----	4½
Guilford ....L. S.	20,000	----	5	28c
Hamilton .... "	20,000	----	----	1
Hancock .... "	20,000	----	6½	9
Hanover .... "	20,000	----	½	3
Hartford .... "	20,000	25	12½	----
Hazzard .... "	20,000	----	----	----
Highland .... "	20,000	----	7	6½
Hilton .... "	20,000	----	----	3
Hope .... "	20,000	----	½	1½
Hudson .... "	20,000	----	----	2
Hulbert .... "	20,000	----	----	7
Humboldt .... "	20,000	----	2	8
Hungarian .... "	20,000	----	1	1⅜
Huron .... "	20,000	----	16	43
Indiana .... "	20,000	----	----	5
Inverness .... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ....L. S.	20,000	5	16	14½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ....L. S.	20,000	----	----	----
Keweenaw .... "	20,000	----	----	4
Kickapoo .... "	20,000	----	1	----
King Phillip .... "	20,000	----	2	----
Knowlton .... "	20,000	----	1	6
Lafayette....Ca.	200,000	1	----	1½
Lake .... "	200,000	1	----	14c
Lawrence ....L. S.	20,000	----	----	----
Lennoxville....Ca.	100,000	5	----	50c
Logan .... "	100,000	3	----	2
Lyster .... "	200,000	2	----	----
Madison....L. S.	20,000	----	1	2½
Malden .... "	20,000	----	1	----
Mandan .... "	20,000	----	2½	50c
Manhattan .... "	20,000	----	2½	5½
Marquette .... "	20,000	----	----	3½
Maryland ....Md.	----	5	----	70c
Mass ....L. S.	20,000	----	----	----
Massachusetts .... "	20,000	----	----	----
Mendota .... "	20,000	----	----	5
Merrimac .... "	20,000	----	----	3½
Meteor .... "	20,000	----	----	----
Mesnard .... "	20,000	----	5½	5
Michigan .... "	20,000	----	----	----
Middlesex .... "	20,000	----	----	----
Mineral Hill	----	----	----	1½
Minnesota....L. S.	20,000	----	3½	20
Missisquoi....Ca.	150,000	2	----	1½
Montezuma ...N. Mex.	300,000	5	----	----
Morrison....L. S.	20,000	----	----	----
Nashua .... "	20,000	----	----	----
National .... "	20,000	----	5½	28
Native .... "	20,000	----	3	6¾c
Naumkeag .... "	20,000	----	1	3
Nelson....Ca.	200,000	1	----	10c
Nequaket ....L. S.	20,000	----	1	2
Nevada (Silver) .. "	20,000	----	----	----
New England .... "	20,000	----	2	75c
Newton ....Ca.	200,000	1	----	8c
New York ....L. S.	20,000	----	----	½
N. Y. & Passaic...N. J.	100,000	5	----	----
North Cliff ....L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State .... "	20,000	----	3	15c
North Sutton....Ca.	100,000	5	----	1
North Western....L. S.	20,000	----	7½	5
Norwich .... "	20,000	----	----	4½
Ogima .... "	20,000	----	----	7½
Ontonagon .... "	20,000	----	----	2
Ottawa ....Ca.	200,000	1	----	22c
Pacific ....L. S.	20,000	----	----	----
Pennsylvania .... "	20,000	25	2½	11½
Petherick .... "	20,000	----	2½	5
Pewabic .... "	20,000	----	3½	52½
Phila. & Boston .. "	20,000	----	15	2
Phœnix .... "	20,000	----	----	20
Pittsburg & Boston "	20,000	----	5½	67
Pontiac .... "	20,000	----	3½	2½
Prince of Wales ...Ca.	200,000	----	----	----
Providence....L. S.	20,000	----	----	½
Quincy .... "	20,000	----	10	94½
Reid Hill ....Ca.	200,000	1	----	----
Reliance ....L. S.	20,000	----	----	7⅝
Richford	60,000	5	----	----
Ridge ....L. S.	20,000	----	----	----
Rockland .... "	20,000	----	5	11
Roscoe ....Ca	200,000	1	----	----
Rudisell	----	----	----	65c
St. Clair ....L. S.	20,000	----	3	7
St. Flavien ....Ca.	100,000	5	----	----
St. Francis .... "	100,000	5	----	----
St. Mary's (L. & M.)L.S.	20,000	----	8½	3
Salem .... "	20,000	----	1	----
Sharon Consol .... "	20,000	----	----	3
Sheldon .... "	20,000	----	----	16
Silver Creek .... "	20,000	----	1	----
Silver Hill .... "	20,000	----	----	30c
Silver Lake .... "	20,000	----	----	----
Silver Valley .... "	20,000	----	----	20c
Southampton....Ca.	100,000	5	----	----
South Bedford .... "	200,000	2	----	20c
South Side....L. S.	20,000	----	3	2½
Springfield....Md.	----	5	----	1⅝
Stadecona ....Ca.	100,000	5	----	----
Star ....L. S.	20,000	----	7½	4
Stark ....Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ....L. S.	20,000	----	4	5½
Sussex .... "	20,000	----	----	----
Sutton....Ca.	100,000	5	----	85
Toltec ....L. S.	20,000	----	20	2½
Tremont .... "	20,000	----	5*	2
Union (L. & M.) .. "	20,000	----	----	----
Vernon .... "	25,000	10	----	----
Victoria....L. S.	20,000	----	1½	----
Vulcan .... "	20,000	----	----	----
Washington .... "	20,000	----	----	----
Waterloo....Ca.	100,000	3	4*	15c
Waukegan ....L. S.	20,000	----	----	----
West Minnesota .. "	20,000	----	2½	2½
Wickham ....Ca.	200,000	5	----	10c
Wickopee .... "	100,000	5	----	5½
Winthrop ....L. S.	20,000	----	3½	1½
Wyandotte .... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake....N. Y.	50,000	50	----	4
East River	6,000	50	----	----
George's C'k C. & I.Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin....Me.	3,000	100	----	----
Lake Superior....L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant....Pa.	10,000	50	----	----
Teal Lake....L. S.	----	----	----	2
Tyson	20,000	10	----	8½
Lead and Zinc:				
Amenia....N. Y.	100,000	5	----	8¾
Bucks County ....Pa.	----	----	----	5c
Canada ....Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone....Pa.	----	----	----	1½
Lancaster .... "	----	----	----	----
Macomb ....N. Y.	100,000	5	----	1½
Mineral Point	100,000	5	----	¾
Mount Hope ....N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ....N. J.	12,000	100	----	110
N. Y. & Boston...N. Y.	100,000	5	----	2½
Oswegatchie ....Ca.	100,000	5	----	1
Placentia Bay....N. F.	----	----	----	1½
Ramsay ....Ca.	20,000	25	----	----
Rossie .... "	100,000	5	----	----
Shawangunk ....N. Y.	100,000	5	----	----
Sussex ....N. J.	----	----	----	50c
Union	100,000	5	----	57c.
Wallkill ....N. Y.	----	----	----	20c
Coal & Anthracite:				
American ....Pa.	37,500	25	----	77
Ashburton .... "	50,000	50	----	15
Atlantic & G. C ...Md.	----	----	----	1½
Baltimore .... "	----	100	----	86
Bear Valley .... "	40,000	12½	----	2¼
Beaver Meadow ...Pa.	100,000	50	----	----
Belmont .... "	10,000	50	----	10¾
Big Mountain ....Pa.	----	----	----	5¾
Blackhall ....N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ....Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler .... "	----	----	----	10
Cape Briton....N. S.	200,000	2½	----	----
Carbondale....Pa.	----	----	----	3
Central .... "	----	----	----	46
Clinton .... "	----	----	----	1½
Coal Brook .... "	4,000	50	----	----
Continental	10,000	50	----	73¾
Cumberland (pref.)Md.	50,000	100	----	57½
Daniel Webster	5,000	100	----	----
East Mahanoy....Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ....Pa.	5,000	100	----	55
Fulton .... "	60,000	5	----	6¾
Gilbertson	5,000	100	----	74½
George's Creek....Pa.	10,000	----	----	118
Grand Tunnel	4,000	100	----	50
Green Mountain...Pa.	----	----	----	4
Hampton & Balt..Md.	----	----	----	91
Hazleton ....Pa.	32,300	50	----	75
Henry Clay	3,000	100	----	----
International ....N. S.	20,000	50	----	----
Lawrence ....Pa.	2,000	100	----	6½
Locust Mountain .. "	----	----	----	50
Loberry .... "	4,000	100	----	30
Macan .... "	2,000	100	----	----
Mahanoy .... "	1,000	20	----	----
Metropolitan .... "	----	100	----	----
Middle Coal Fields. "	----	----	----	9
Milford	2,500	50	----	----
Mill Creek....Pa.	----	----	----	----
Mulgrave	2,000	----	----	A.
Narragansett ....R. I.	8,000	10	----	----
New Creek....Pa.	----	----	----	1
North. & Luzerne . "	----	----	----	----
Penn.	100,000	50	----	180
Penn. Cannel .... "	6,000	50	----	----
Picton .... "	4,000	100	----	----
Pine Knot....Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ....Md.	40,000	10	----	8
Powell ....Pa.	----	----	----	----
Preston .... "	----	----	----	28
Princess Alex....N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ....Pa.	5,000	100	----	22½
Schuylkill Valley.. "	20,000	10	----	7¾
Shawmut	6,000	50	----	----
Short Mountain ...Pa.	16,000	50	----	43½
Stafford	----	----	----	----
Suffolk	4,000	100	----	•23
Sugar Loaf ....Pa.	----	----	----	----
Summit .... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4
Tamaqua .... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley...Pa.	22,700	50	----	60

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ....Col.	50,000	10	----	----
Acadia (G.)....N. S.	100,000	3	----	----
Albion (G.) .... "	100,000	3	----	½
Alpine (G.) ....Col.	150,000	10	----	----
Alps (G.) .... "	100,000	5	----	----
American .... "	200,000	2	----	----
Am. & Mex. (S.).N. M.	----	----	----	----
Am. Pioneer....A. T.	----	----	----	----
Arizona (Silver) . "	----	----	----	----
Atlantic (G.)....N. S.	100,000	2	----	2
At. & Pac. (G.&S.)Nev.	50,000	10	----	33
Bay State (G.) ....Col.	200,000	5	----	----
Beacon (G.) ....N. S.	200,000	2	----	----
Benton (G.) .... "	100,000	5	----	½
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) .... "	10,000	50	----	105
Briggs (G.) .... "	10,000	100	----	----
Bullion (G.) .... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.)....Ca.	200,000	2	----	50c
Central (G.)....Col.	50,000	20	----	17½
Chaudiere (G.) ....Ca.	100,000	5	----	90c
Chebucto ....N. S.	100,000	5	----	65c
Colonial (G.)....Ca.	100,000	2½	----	25c
Colorado (G.) ....Col.	50,000	10	----	3½
Consol. Greg'y (G.)Col.	50,000	100	----	25
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) .... "	100,000	25	----	3
Day & Bushnell (G.)C.	300,000	10	----	----
Denver (G.)....Ca.	50,000	20	12½	15
Dorset (G.) .... "	170,000	5	----	----
El Dorado (G.)...Nev.	100,000	5	----	----
Empire (S.) .... "	----	----	----	----
Empress (S.) .... "	----	----	----	----
Eureka (G.)....Cal.	----	----	----	----
Excelsior (G.)....Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.)....Col.	100,000	5	----	----
Gilbert River (G.)..Ca.	100,000	5	----	1
Gilpin (G.) ....Co.	100,000	5	----	1½
Gold .... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry(G.S.)N.	----	----	----	----
Gunnell (G.) ....Col.	300,000	10	----	2½
Halifax (G.)....N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ....Col.	150,000	2	----	----
Hope (G.) .... "	80,000	25	10	10
Isaac's Harbor (G.)N.S.	100,000	5	----	55c
Isabella (G.) ....Col.	----	----	----	----
Kennebec (G.)....Ca.	100,000	5	----	----
Kent (G.)....N. S.	200,000	1	----	----
Lake (G.) ....Col.	----	----	----	----
Lake Major....N. S.	12,000	50	----	----
Libertad (G. & S.)Mex	----	----	----	----
Manhattan (G.)....Col.	100,000	10	----	----
Mariposa (G.) ....Cal.	100,000	100	----	13½
Massachusetts (G.).Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.)Mex.	100,000	100	----	----
Montague (G.) ...N. S.	50,000	10	----	----
Montana (G.)....Col.	100,000	5	½	1½
Montezuma (G. & S.)N.	100,000	5	----	----
Mt. Alpine (G.) ...Col.	250,000	5	----	----
Mt. Vista (G. & S.)Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) .... "	100,000	10	----	----
N. Y. & N. S. (G.) N.S.	100,000	5	----	6
Nova Scotia (S.).. "	100,000	2	----	2½
Oldham (G.) .... "	100,000	2	----	----
Otate (S.) ....Mex.	----	----	----	----
Palma (S.) .... "	----	----	----	----
Peck (G.) ....N. S.	100,000	5	----	----
Peninsular (S.)..L.Cal.	----	----	----	----
Picacho (S.) ....A. T.	50,000	50	----	----
Pontiac (G.) ....Col.	50,000	20	----	----
Prince Albert (G.)..Ca.	100,000	2	----	14
Quartz Hill (G.) ..Col	40,000	25	----	5
Quicksilver ....Cal.	40,000	25	----	85
Renfrew (G.) ....Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.)....Col.	----	----	----	8
Sacramento (S.)..Nev.	----	----	----	----
San Antonio (S.).A. T.	60,000	50	----	----
Santa Clara (Q.)...Cal.	----	----	----	----
Santa Rita....Ariz. T.	----	----	----	----
Scottie (S.)....Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.)Col.	----	----	----	----
Silver Hill (S.) ...Nev.	----	----	----	----
Sonora (S.)....Ariz. T.	----	----	----	----
Southam (G.) ....N. S.	100,000	5	----	----
Stafford (G.)....Ca.	100,000	5	----	2½
Star (G.) ....Col.	100,000	25	----	----
Stewart (G.) ....Ca.	100,000	5	4	75c
Tascher (G.) .... "	50,000	10	----	----
Victoria (G.) .... "	100,000	2	----	----
Waverly (G.) .... "	50,000	10	----	----
Windsor (G.) ....Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single trk.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	42
30 Nov. '63	4.18	—	161	26	--	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	55
30 Nov. '63	32.96	—	—	—	—	Cambridge	654,171	657,300	150,000	94	—	—	9	....	104
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,463	7,438	7	....	....
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	25	--	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	....	93
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	....	25½
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	36.88	—	762	125	--	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	....	51
30 Nov. '63	7.50	—	216	41	--	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	58½
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	....	....
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	....	....
30 Nov. '63	2.63	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	....
30 Nov. '63	7.75	—	61	14	--	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	....	....
30 Nov. '63	—	—	311	50	--	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	....
30 Nov. '63	1.5[illegible]	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	35	43	Brooklyn Central & Jamaica	8 4,370	492,150	327,150	44,778	146,718	7,216	—	....	48
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	106,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '63	—	....	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	....	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '63	16.00	14.00	—	23	1	Central Pk, N. & E. Riv. (N. Y.)	994,655	443,073	550,000	—	19,794	7,008	—	....	....
30 Sep. '63	17.50	—	—	—	--	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	—	70	--	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	4.52	—	—	—	--	Grand St. & Newtown (W'g'b)	—	—	—	—	—	—	8	....	....
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Moris'a & Ford'm	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	--	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	....
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '63	7.50	3.40	—	18	--	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	....	....
30 Sep. '63	16.00	—	—	—	--	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	280,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,519,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	....	....
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	....
31 Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	--	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,698	40	10	47
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	89,867	30,168	20	....	....
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	....	....
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	....	15½
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	40
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	....	57½
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	....	29
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	....	30
31 Oct. '63	11.00	—	—	—	--	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	15½
31 Oct. '63	—	—	—	—	--	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '63	11.17	—	—	—	--	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,691	—	—	....	....
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	....	....
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	—	....	....
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,526	16,184	9½	....	....
31 Oct. '63	6.16	—	128	21	--	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	....	10
31 Oct. '63	5.20	—	—	—	--	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	6
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	....	13
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	95,803	36	20	67
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	....	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gr'd F.)	173,010	159,312	15,500	—	75,066	18,417	17½	....	31
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,960	16½	20	44½
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	....	22
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	....	70
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	....	16
						OHIO.									
31 Dec. '62	5.00	—	—	—	--	Cincinnati Street	151,913	150,000	—	—	—	—	—	....	....
31 Dec. '62	5.00	—	—	—	--	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	....	....
31 Dec. '62	3.81	—	—	—	--	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	....	....
31 Dec. '62	3.63	—	—	—	--	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	....	....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	--	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	....	....
30 Nov. '62	3.33	—	—	—	--	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	....	....
30 Nov. '62	4.48	—	—	—	--	People's (St. Louis)	83,875	70,000	—	—	—	—	—	....	....
30 Nov '62	10.20	—	—	—	--	St Louis	298,604	298,604	—	—	—	—	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	100
2d Mortgage	50,800	7	J. & J.	1869	101
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1882	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	130
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	130
" " " ..... coupon		6	" "	1868	130
Texas Indemnity, of Sep. 9, 1850 ..... coupon	2,052,000	5	" "	1865	[illegible]
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	101
" " " ..... coupon		5	" "	1874	102
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	100
" " " ..... coupon		5	" "	1871	104
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	110
" " " " " ..... coupon		6	Yearly.	1881	110
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	111
" " " ..... coupon		6	" "	1881	111½
Loan of July 17, & Aug. 5, 1861 ..... registered	249,977,800	6	" "	1881	111
" " " ..... coupon		6	" "	1881	101½
Loan of Feb. 25, 1862 (5-20s) ..... registered	510,756,900	6	May & Nov.	1882	108½
" " " (5-20s) ..... coupon		6	" "	1882	112½
Loan of March 3, 1864, (10-40s) ..... registered	81,680,000	5	Mar. & Sept.	1904	97
" " " " ..... coupon		5	" "	1904	102½
Loan of March 3, 1864 (5-20s) ..... registered	40,000,000	6	May & Nov.	1884	----
" " " " ..... coupon		6	" "	1884	111½
Treasury Notes of July 17, 1861 ..... coupon	14,145,900	7.3	April & Oct.	1864	115
" of Mar. 3, 1864 ..... coupon	76,668,550	7.3	Feb. & Aug.	1867	114½
Debt Certificates	236,373,000	6	At maturity.	.....	98½
One Year Treasury Notes (legal tender)	43,585,000	5	" "	.....	----
Two Year's " " " " "	15,748,000	5	" "	.....	----
Two Year's Treasury Notes (coupon)	61,186,710	5	June & Dec.	1865	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	88,813,870	6	"	1867	----
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. R. B'k) ..... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" " " (B'k of State) ..... "	610,000	6		1868	----
" " " " (" ") ..... "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	154
" " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" " " " ..... "		6	" "	'81-'82	99½
" " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds ..... coupon	143,000	7	.....	.....	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" " " (R. R. & B'k) ..... "	2,073,750	6	" "	'63-'80	58
" " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" " " " bonds ..... "	1,822,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	106
" —War bonds ..... "	2,000,000	6	" "	1879	100
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" " " (dollar) ..... "	1,969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	86
" " " ..... "	2,058,173	2½	" "	1886	68
—State Int. Imp. bonds (not adjusted)	391,000	----	.....	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	90
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	.....	85
" " " special stock "	1,216,737	5	" "	.....	----
" " Deferred stock ..... "	1,213,000	5	" "	.....	----
" " " special stock "	479,545	5	" "	.....	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July	1868	----
" " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" " bonds to School Fund ..... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ..... coupon	146,000	7	Jan. & July.	1876	----
" " " " " " "	54,000	7	May & Nov.	1878	----
" " " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" " " " ..... "		5	" "	'81-'91	----
" " " " ..... "		5	" "	'95-'96	----
" " " (bank) ..... "	600,000	5	" "	1891	----
" " " ..... "	67,500	6	" "	'91-'96	98
" " " (war loan) ..... "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ..... coupon	516,130	6	.....	d'm'd.	60
" " (R. R. etc.) ..... "	3,902,000	6	.....	'67-'99	----
" " " (banks) ..... "	5,398,533	6	.....	.....	----
" " " (war loan) ..... "	670,000	6	.....	.....	----
Maine—State bonds ..... coupon	.....	6	Mar. & Sept.	'63-'77	100
" " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'l'g) ..... coupon	816,000	5	Chiefly quarterly.	1865	----
" " (st'l'g conv.) ..... "	200,376	5		1865	----
" " " (st'l'g) ..... "	5,585,555	5		'89-'90	104½
" " " (st'l'g conv.) ..... "	2,490,569	5		'89-'90	108
" " " (dollar) ..... inscribed	500,000	3		1890	----
" " " (") ..... "	100,000	4½		1888	----
" " " (") ..... "	767,560	5		'42-'58	----
" " " (") ..... "	399,408	5		1880	----
" " " (") ..... "	148,711	5		'89-'90	103
" " " (") ..... "	133,689	6		pleas.	----
" " " (") ..... "	3,000,000	6		1870	107
" " " (") ..... "	35,000	6		1885	----
" " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) ..... stg.	3,995,555	6	April & Oct.	'68-'71	----
" " " (T. & G.R.R.) ..... "	508,380	6	" "	'88-'90	----
" " " (" ") ..... dollar	416,500	6	" "	'90-'91	121
" " " (" ") ..... "	300,000	5	" "	1893	123½
" " " (East'rn R. R.) ..... "	500,000	6	Jan. & July.	'65-'71	150
" " " (N.&W. R.R.) ..... "	400,000	6	" "	1870	----
" " " (Cons. Stock.) ..... "	150,000	6	" "	1870	----
" " " (Buildings sc.) ..... "	200,000	6	June & Dec.	'68-'77	128½
" " " (" ") ..... "	345,000	5	April & Oct.	'65-'74	----
" " " (" ") ..... "	200,000	5	May & Nov.	'65-'72	----
" " " (" ") ..... "	94,000	5	Jan. & July.	1874	----
" " scrip	200,000	6	" "	'64-'66	----
" " "	247,000	6	June & Dec.	'68-'72	----
" " "	53,000	5	" "	'68-'72	----
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" " " " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan ..... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	587,000	7	" "	1886	100
" —Redemption Pn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	100
" " " (Indian war) ..... "	100,000	7	" "	1871	----
" " " (Railroads) ..... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	.....	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" " " " "	199,000	6	" "	1863	66
" " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ..... coupon	7,000,000	6	" "	'72-'88	70
" " " S.W. Branch ..... "	4,500,000	6	" "	'87-'89	----
" " " H.&St.Joseph ..... "	3,000,000	6	" "	'73-'87	84
" " " N. Missouri ..... "	4,350,000	6	" "	'72-'87	----
" " " Iron Mountain ..... "	3,501,000	6	" "	'73-'89	----
" " " C. & Fulton ..... "	650,000	6	" "	'87-'89	----
" " " Platte Co. ..... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	.....	.....	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes	200,000	6	.....	.....	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) ..... coupon	531,820	6	" "	'65-'71	----
" " " " (" ") ..... "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " " " " Deficiency Loans	348,107	5	" "	pleas.	----
" " " " " " " "	900,000	5	" "	1875	----
" " " " " " " "	442,961	5	May & Nov.	1868	107
" " " " " " " "	1,189,781	6	Jan. & July	pleas.	----
" " " " " " " "	1,300,000	6	" "	'68-'78	119
" " " " " " " "	700,000	7	" "	1870	112
" " " " " Comptroller's b'nds	28,698	5	.....	d'm'd	----
" " " " " " " "	11,050	5½	.....	d'm'd.	----
" " " " " " " "	14,230	6	.....	d'm'd.	----
" " " " " " " "	421,000	6	Jan. & July.	'65-'67	----
" " " " Railroad Loans	287,700	4½	J., A., J., & O	1864	----
" " " " " " " "	68,000	5	Feb. & Aug.	1876	----
" " " " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " " " " " " "	320,000	5½	Jan. & July.	1865	----
" " " " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	105
" " " " " "	15,880,025	6	" "	'64-'76	117
" " " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	56
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" " " " (" ") ..... "	1,015,000	5	" "	1865	95
" " " " (" ") ..... "	379,866	6	" "	1868	----
" " " " (" ") ..... "	2,183,532	6	" "	1870	102
" " " " (" ") ..... "	1,600,000	6	" "	1875	103
" " " " (" ") ..... "	4,095,309	6	" "	1881	103
" " " " (" ") ..... "	2,400,000	6	" "	1886	103
" " " (domestic debt)	125,680	6	" "	1863	105
" " " (war loan) ..... coupon	1,500	----	" "	1866	----
" " " (" ") ..... "	279,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.)	2,920,403	6	Yearly.	.....	----
Oregon—State scrip	55,372	----	.....	.....	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" " " " "	10,780,095	5	Jan. & July.	due.	94½
" " " " "	3,886,070	5	Feb. & Aug.	due.	----
" " " " "	3,690,614	5	Mar. & Sept.	due.	----
" " " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	5	" "	1864	----
" " " " "	675,029	5	Feb. & Aug.	1864	----
" " " " "	1,045,629	5	June & Dec.	1864	----
" " " " "	1,558,673	5	Jan. & July.	1865	----
" " " " "	2,277,755	5	" "	1868	----
" " " " "	1,766,214	5	" "	1870	----
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	100½
" " " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	95
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	106
" —Bank Charter Loans	360,937	5	.....	.....	----
" —Relief Notes in circulation	97,360	----	.....	.....	----
" —Military Loan bonds ..... coupon	3,000,000	6	Feb. & Aug.	1871	103½
Rhode Island—State bonds (war loan) ..... coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ..... coupon	484,444	5	.....	1868	----
" " —Inscribed certificates	1,708,017	6	.....	'68-'90	----
" " —State b'ds (railroads) ..... coupon	1,310,000	6	.....	1877	----
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	.....	1882	55
" " " (internl. impr.) "	2,063,606	5	.....	Var.	48
" " " (railroads) ..... "	12,799,000	6	.....	Var.	56
" " " (capitol) ..... "	608,000	5	.....	1890	56
" " " (Hermitage) ..... "	48,000	6	.....	1890	56
Texas—Had no debt in 1861	.....	----	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	.....	'62-'63	----
" " " (" ") ..... "	751,000	6	Jan. & July	1870	105½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" " " (railroad)	18,264,642	6	Jan. & July.	'83-'93	50
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'93	----
" " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	.....	----	.....	.....	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67 '68	100
" " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" " " (domestic) ..... "	100,000	6	" "	1877	----
" " " (" ") ..... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	108,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	68,761	73,474	136,897	141,174	122,487	104,254	80,296	1,096,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,872	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,417	195,802	162,722	178,785	206,090	224,256	312,164	320,857	281,419	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,425	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188 565	205,866	195,103	271,141	331,494	312,049	319,816	303,187	2,885,426
1865	293,535	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	23,291	23,066	24,326	28,536	51,340	56,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,381	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,589	188,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,339	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	128,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,008	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,285,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,293	1,021,976	974,317	1,085,364	1,291,006	1,202,569	1,204,908	1,287,414	13,172,833
Galena and Chicago													
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	237,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,233	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	228,196	2,664,842
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	406,595	445,320	421,457	414,731	497,223	404,197	585,434	767,363	664,299	617,711	------	------
1865	546,410	------	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,663	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,874	90,755	73,215	83,964	75,055	89 583	94 375	96,062	90,576	97,047	92,772	1,017,763
1865	98,112	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,181	76,132	44,925	88,177	106,967	111,261	71,587	69,352	115,417	205,054	138,342	112,913	1,247,258
1864	102,743	115,135	88,222	140,417	186,747	212,226	139,547	113,393	168,213	178,526	157,099	121,113	1,723,381
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,861	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,319	276,109	325,818	305,284	279,539	2,647,838
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,802,541
1864	256,600	304,445	333,058	327,206	264,818	311,717	279,129	355,264	398,330	404,563	444,523	398,091	4,077,744
1865	356,784	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,848	307,333	242,089	200,134	2,124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,302	338,276	271,553	265,780	263,244	346,781	408,445	408,866	405,510	376,470	3,969,010
1865	306,324	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1,002,768	9,893,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,074,700	11,069,853
1864	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,203,764	1,139,142	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,082	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,906,839
1862	192,216	217,161	244,423	258,874	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,854	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,741	532,786	617,021	669,383	------	936,183	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,331	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,081,767
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	354,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	465,509	505,814	466,300	497,642	5,132,934
1864	290,676	456,211	602,603	574,680	499,547	520,942	486,687	669,102	705,974	758,360	743,751	------	------
1865	684,260	------	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,163	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,918
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	234,134	203,441	202,966	204,776	2,080,717
Toledo and Wabash:													
1860	43,613	42,064	64,414	73,679	67,946	67,428	84,879	122,735	106,100	125,027	77,599	61,296	926,735
1861	59,639	47,048	62,551	76,274	79,278	80,074	93,464	138,722	142,557	162,858	187,036	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	118,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,842	132,896	123,987	127,009	146,538	139,626	244,114	243,940	221,469	220,205	222,851	2,007,315
1865	144,000	------	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	883,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1864	----
Albany, Vt. and Canada:						
1st Mortgage	*600,000	7	March & Sept	New York.	1857	----
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	----
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.)						----
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	----
2d Mortgage	956,000	7	" "	" "	1882	----
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	85
2d Mortgage	----------	7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju. Oc.	London.	1888	----
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	105
" " " 1850	700,000	6	Jan. & July.	"	1880	103
" " " 1855	1,128,500	6	Jan. & July.	"	1875	105
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	101½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	106
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	------	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	----
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	----
Converted Sterling Loan	798,200	5	"	"	1863	----
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	108½
" " $300,000	790,600	6	"	"	1870	106½
" " $675,000	675,000	6	"	"	1875	99
" " $1,700,000	1,700,000	6	"	"	1883	96
" " $2,500,000	867,000	6	"	"	1889	99½
Consolid. Mort. Loan $5,000,000	----------	---	"	"	------	104½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
*Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
1d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6			------	----
2d Mortgage	1,000,000	7			------	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	99½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	114
" " " inconvertible	3163,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora 1st Mort.	159,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	----
" " " Plain	65,000	8	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	103½
1st Mortgage pref. S. F.	586,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	94
Chicago and Milwaukee:						
1st General Mort.	----------	7	Jan. & July.	New York.	1898	----
1st " " (C. & M.) conv.	----------	7	May & Nov.	" "	1874	----
1st " " (M. & C.)	----------	8	Jan. & July.	" "	18--	----
2d " "	----------	8	" "	" "	18--	----
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	" "	1894	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
General 1st Mortgage	3,600,000	7	" "	" "	1885	87
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	95
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	----
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,186,000	7	" "	" "	1875	92
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	78
River Line bonds	20,000	7			1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	----
C. and T. Income (convertible)	167,000	7	" "		1864	----
C. and T. Dividend (convert.)	123,560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	104
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878*	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	96
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	------	40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	110
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	112
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8			------	----
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	----
Dubuque Western:						
1st Mortgage	344,000	†			------	----
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	103
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---			------	----
Endorsed by State of Tennessee	150,000	---			------	----
Mortgage (ordinary)	790,688	---			------	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---			------	----
Endorsed by State of Tennessee	200,000	---			------	----
1st Mortgage (after State)	100,000	---			------	----
Redeemable in Stock	66,950	---			------	----
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	----
Free Land, 2d Mortgage	1,500,000	8			1891	----
Florida and Alabama:						
Internal Improvement (State)	----------	7			1891	----
Free Land, 2d Mortgage	----------	8			1891	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	----
Free Land, 2d Mortgage	200,000	8			1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	110
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	100
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	83
Land Security	3,344,600	7	April & Oct.	" "	1881	89
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1836	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	110
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	105
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	113
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "		------	118
Income	20,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	100
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	----
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	----
2d Land Grant (Western Div.)	353,600	†	" "	"	------	----
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6		Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	98
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	------	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	91
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,800,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.		1882	108
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	108
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	98
Goshen Air Line	693,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	104
2d General Mortgage	2,194,500	7	" "	" "	1877	90
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	105
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7		" "		47
2d Land Grant	650,000			" "		
Income bonds	511,000	---				
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'6	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	102
D'bts of former Co's outst'ding.	224,920	---				
Funding (S. F.) Bonds	1,898,000	7	Feb. & Aug	" "	1876	105
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov	" "	1883	103
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	110
Real Estate Bonds & Mortgages	190,273	?	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	100
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	120
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	103½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	104½
3d Mortgage	6,000,000	7	" "	" "	1883	109
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	101
5th Mortgage	1,739,500	7	June & Dec	" "	1888	100
Buffalo Branch	200,000	7	Jan. & July		1891	102
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated	1,000,000	7	Feb. & Aug	"	------	100
3d Mortgage	980,300	7	Jan. & July		1867	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct	"	1875	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	102½
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	94
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	95
2d Mortgage	3,077,000	7†	" "	" "	1861	24½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	98
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "	" "	1887	110½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	100½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	93
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	70
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	107
2d Mortgage	2,621,000	6	April & Oct.	"	1875	104
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	135,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	101
" 1861, "	110,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	98½
" 1844, "	810,000	6	" "	"	1880	98½
" 1848, "	101,000	6	" "	"	1880	98½
" 1849, "	67,000	6	" "	"	1880	98½
" 1857, (convertible)	2,450,500	6	" "	"	1886	108
" 1856, "	1,642,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	132½
Improvement	14,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	109½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	100
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April	" "	1912	90
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
"	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	64
2d Mortgage	937,500	7	" "	"	1863	23½
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185 000	7	----	----	1866	----
3d Mortgage	318,500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	93
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	97
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1866	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	82
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,820	7	----	----	----	88
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	70
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	23
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	102½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	103
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	101
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1868	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	...	*Alabama and Florida*	1,451,336	*	—	877,953	508,500	105,255	1,515,704	54.0	...	101,102	37,866	—	...
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,63[illegible]	518,965	30.3	...	55,791	31,852	—	...
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	...	207,620	111,232	—	...
30 Jun. '59	57.0	—	....	171.3	...	...	...	*Mobile and Girard*	1,500,000	*	—	...	...	...	...	57.0	236,791	76,773	21,006	—	...
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	...	...	...	...	...	...	1,402,858	695,870	—	...
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	...	505,156	260,269	6	...
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	...	...	...	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—					...
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	...	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	...	230,251	104,894	—	...
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,938	65,909	36,663	5	...
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,810	154,337	—	...
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280, 09	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	183,357	320,539	92,439	—	98
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	13,968	8	...
29 Feb '64	62 0	—	2 6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,528	750,000	156,429	1,644,967	62.0	172,124	212,653	—	—	117½
30 Nov. '63	8.48	8.8	9 3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	158,663	78,631	3½	...
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	66.0	155,916	195,055	61,246	7	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	120
30 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,839	6½	101
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	...
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	...	27,283	10,290	9	...
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	...	*Florida*	...	...	—	...	...	...	...	...	...	...	...	—	...
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	...	7,857	3,535	—	...
— — '62	59.9	—	5.0	—	...	...	...	*Flo., Atlantic and Gulf Central*	...	...	—	...	...	...	...	...	...	...	...	—	...
— — '62	100.0	3.9	10.0	153.5	...	...	...	*Pensacola and Georgia*	...	...	—	...	...	...	...	29.4	...	...	...	—	...
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	...	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	...	Atlantic and Gulf—M. Trunk	...	...	—	...	...	...	...	30.0	...	...	...	—	...
31 Dec. '60	53.0	—	....	—	...	...	...	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	...	53.0	...	168,988	95,612	—	...
30 Apr. '60	43.5	—	....	23.7	...	...	...	Brunswick and Florida	755,000	*	—	151,887	...	—	...	31.0	...	...	...	—	...
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	...
31 Mar. '60	171.0	61.0	....	—	...	...	...	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	...	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	...	202,714	110,516	8	...
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	...	...	...	—	...
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	...	...	388,353	13	...
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	...	832,343	454,541	—	...
								ILLINOIS.													
31 Dec. '63	220.0	—	....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	231.0	1,002,440	1,673,706	701,866	2½	92
30 Apr. '64	240.0	096.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,887,839	894.0	1,955,519	3,090,211	1,350,499	8	120
1 Apr. '63	242.0	—	....	29.0	26	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	...	1,083,054	448,503	—	34½
31 Mar. '64	181.8	—	....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,575	228.4	1,162,880	2,142,875	1,108,414	6	96½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,060	2,201,481	1,270,40[illegible]	6	...
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	...	742,997	377,476	—	65½
31 Dec. '63	454.8	252.5	....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	706.3	3,010,597	4,571,028	2,118,847	6	119½
— — —	148.0	—	....	—	...	...	...	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	...	148.0	...	...	...	—	...
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	40
								INDIANA.													
— — —	108.0	—	....	—	...	...	...	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	...	108.0	...	...	...	—	...
31 Aug. '57	109.0	—	....	—	...	...	...	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	...	249,867	119,342	—	...
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,061	26,641	611,050	1,254,500	15,900	2,102,761	109.0	...	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	....	—	23	19	513	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	...	448,858	230,834	9	100
1 Dec. '63	84.0	—	....	—	...	...	...	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,571	998,000	11,036	2,491,368	84.0	355,887	598,092	250,525	—	...
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	...
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	...	315,172	117,941	6	100
— — '58	288.0	—	....	—	...	...	...	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	...	645,827	371,40	—	36½
30 Nov. '63	73.0	—	....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73.0	257,302	774,618	307,527	13	159½
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	...	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	...	...	...	—	...
31 Dec. '59	86.0	—	....	—	...	...	...	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	...	86 0	7 mo's.	85,239	46,771	—	...
31 Dec. '63	100.0	—	....	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,539,922	100 0	134,831	276,197	155,889	—	...
1 Jun. '58	38.5	—	....	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	...	38.5	11 mo's.	458,821	21,356	—	...
— — '62	136.0	95.0	....	312.0	...	...	...	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	...	230.0	...	...	...	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	...	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,998	111.8	...	426,408	227,584	—	...
30 Jun. '63	29.0	—	....	— }	13	5	160	} Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,633	92,320	53,355	4	80
30 Jun. '63	65.1	—	....	— }				} Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,909	120,069	3	86
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,836,430	300 0	841,558	3,261,890	1,803,953	6	...
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	...
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	...	2,665,000	1,150,717	...	206.0	...	1,232,624	555,434	—	...
31 Aug '60	58.5	—	....	130.5	...	...	...	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,233,015	248,969	108,434	1,710,819	58.7	...	...	...	—	...
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada							
30 Jun. '62	188.0	—	....	—	...	...	...	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	...	340,898	...	—	...
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,3 5,906	7,740,989	—	15,066,822	329.3	1,558,277	3,417,185	1,607,060	12	111½
31 Mar. '64	246.0	281.0	....	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,255	—	18 407,655	527.0	2,171,477	3,384,294	1,530,777	—	56
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	...	1,550,000	...	...	...	...	...	...	—	...
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	...	—	—	...	575,000	...	...	...	...	...	...	—	...
31 Dec. '62	—	—	—	114 0	—	—	—	*Minneapolis and Cedar Valley*	...	—	—	...	600,000	...	...	...	...	...	...	—	...
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	...	—	—	...	500,000	...	...	...	...	...	...	—	...
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	...	534,342	328,092	—	...
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	...	176,462	116,433	—	...
31 Dec. '58	83.2	—	....	60.4	...	...	...	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	...	83.2	...	250,047	121,659	—	...
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	524	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	...	206.8	579,324	1,047,567	420,026	—	25
31 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,898,779	504,983	—	2,459,207	4,350,000	—	...	168.8	...	444,460	182,895	—	...
31 Dec. '62	152 0	—	3.6	....	...	...	...	*Platte County*	1,200,000	*	—	500,000	700,000	—	...	52.0	...	...	...	—	...
28 Feb. '63	196.0	—	14.4	87.3	24	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,465,420	196.7	507,040	679,956	227,898	—	...
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,[illegible]886	116,883	—	71,513	4,500,000	—	...	114.0	98,371	241,482	128,886	—	...
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	[illegible]	344,168	—	1,971,127	3,501,000	57,361	6,986,273	90.1	232,631	268,235	64,050	—	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending	Railroad: Main Line.	Railroad: Lateral and Branch Lines.	Railroad: 2nd Track and Sidings.	Road in progress or projected.	Equipment: Engines.	Equipment: Cars: Passenger.	Equipment: Cars: Freight, etc.	Companies.	Property and Assets: Railroad and Appurtenances.	Property and Assets: Rolling-Stock.	Property and Assets: Invested in foreign works.	Liabilities: Share Capital paid in.	Liabilities: Bonded and Mortgage Debt.	Liabilities: Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings: Gross.	Earnings: Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,650,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	70,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,063,491	—	7,983,475	149.0	oper. by	Gd. Tk.	....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,148	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,352	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	107½
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	....	....	37.0	....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	279.0	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	236.8	....	3,922,203	2,305,788	6	110
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '63	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,443	620,581	—	52
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	109½
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,567	496,903	4,076,974	—	—	4,076,974	119.3	649,382	1,018,326	482,656	8	123
30 Nov. '63	47.0	7.0	32.6	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	855,727	397,729	8	132
30 Nov. '63	44.6	24.0	60.1	—	30	66	813	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	486,357	9	133½
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	75
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	108
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	815,165	264,102	3,000,000	1,337,600	56,500	4,894,100	89.0	477,753	812,556	390,594	6	101
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,043	8	115
30 Nov. '63	12.4	—	2.3	—	2	4	28	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	....	21,780	21,275	6	....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,336	71.0	167,154	223,794	69,077	8	127½
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,156	662,900	206,502	1,245,565	33.0	67,883	53,233	—	—	10½
30 Nov. '63	79.5	7.8	28.5	—	25	64	506	Old Colony and Fall River	3,170,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	112
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	381,512	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,386	471,592	—	—	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	83,698	8	116
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	18	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,506	271,815	140,136	—	41
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	14,746,504	218.0	1,275,929	2,439,838	1,232,831	10	140
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,153	6	96½
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.8	....	470,078	125,286	7	6½
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,845	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	112
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.7	....	37,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	....	366,846	153,718	4	84
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	—	24.7	....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	....	259,921	113,588	—	—
31 Dec. '62	63.9	32.8	.....	8.0	...	...	....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	....	124.2	....	3,040,148	1,728,548	10	145½
31 Dec. '62	60.2	—	.....	—	...	...	....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,096	2,155,024	60.2	....	144,386	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	—	293,857	103,645	7	116
31 Dec. '63	33.8	—	.....	—	...	...	....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,500	400,017	5,739,574	33.8	—	1,286,600	694,914	10	158
31 Dec. '62	21.2	—	.....	—	2	6	17	Northern New Jersey	422,297	*	....	156,850	204,200	77,796	438,798	21.2	—	90,618	29,592	—	170
31 Dec. '62	....	....	.....	....	...	...	....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,538	24,242	—	65
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	....	239,889	154,908	6½	103
31 Dec. '62	38.5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,936	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,388	1,257,087	—	....	—	—	—	....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,537,725	*	—	908,996	1,587,665	—	2,537,725	48.9	....	329,228	176,095	—	....
30 Sep. '63	142.0	—	13.0	—	23	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	685,584	10	200
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,807	Erie	39,404,648	*	264,929	20,[illegible]05,200	19,961,000	—	42,841,569	807.0	5,858,687	10,469,481	3,511,414	7½	75½
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	107½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	46
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,890	3,506,745	9	118½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	....
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	8,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '62	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,450	38.1	70,885	162,757	83,060	8	....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,450	7½	....
30 Sep. '63	189.6	48.5	18.2	—	25	27	348	Rome, Watert'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,668	585,201	279,210	6½	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	60	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,335	—	....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,886	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	184,908	—	....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	...	...	....	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	....	103,953	35,572	—	....
-- -- '58	223.0	—	....	—	...	...	....	North Carolina	4,235,000	*	—	4,000,000	....	....	....	223.0	....	....	....	—	....
-- -- '59	97.0	—	....	—	...	...	....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	....	....	97.0	....	206,917	108,541	—	....
30 Sep. '60	161.5	15.0	....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	....	469,458	219,688	—	....
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	823,069	477,554	235,201	8	....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	....
								OHIO.													
31 Dec. '63	60.0	50.0	....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	....	154,600	78,927	—	....
31 Dec. '63	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	....
31 Aug. '63	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '64	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	118,147	2,500,000	1,634,000	—	4,996,265	202.0	....	1,083,328	495,691	10	123
31 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	....	131.8	304,168	190,745	19,180	—	....
31 Dec. '63	135.4	55.8	....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2,151,943	1,216,257	31	172
31 Dec. '62	67.0	—	....	18.0	13	6	310	Cleveland and Mahoning	2,558,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	788,202	500,000	3,600,000	1,508,000	—	5,108,000	96.7	562,396	2,066,623	1,268,785	23	....
30 Nov. '62	101.	102.5	....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,606	94,329	8,251,646	203.5	....	1,436,317	552,800	—	84
31 May '64	109.[illegible]	79.4	....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,654,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	115½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	369,673	575,250	632,486	....	61.5	75,120	68,128	19,763	—	....
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	295,681	10	....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,678	460,583	....	2,452,217	2,905,000	....	....	142.0	—	703,239	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	26	38	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,862	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,164,820	226.6	445,157	620,025	299,630	—	....
30 Apr. '62	192.3	—	....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,348,042	20,549,420	192.8	....	829,932	119,032	—	....
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	....	125.0	....	....	....	—	....
27 Jun. '64	153.9	52.0	....	—	33	23	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,866	3,260,887	1,495,728	11,190	5,139,662	205.9	388,894	600,162	133,747	—	82
31 Dec. '63	116.0	9.0	....	—	10	11	203	Sandusky, Mansfield & New'k	2,335,156	*	—	862,571	1,299,180	127,118	2,694,694	125.0	220,717	272,202	92,283	—	....
31 Dec. '[illegible]	[illegible]	—	....	—	47	13	926	Toledo & Wabash	9,[illegible]	*	25,000	5,314,775	6,651,380	88,272	10,152,032	250.0	1,279,950	1,489,798	540,923	—	50

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								Pennsylvania.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*	—	1,763,506	3,856,000	—	5,634,039	100.0	----	360,215	171,236	—	----
31 Oct. '63	24.5	—	24.9	—	19	3	1,303	Beaver Meadow	1,064,230	400,560	—	1,983,900	1,000	—	1,984,900	24.5	247,080	583,219	342,661	22½	75
30 Sep. '63	65.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*	—	3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	308,567	11,465	—	13½
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,181,037	*	—	956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	8	19¼
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583	—	5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,088	828,143	9	222
31 Oct. '63	35.8	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941	—	604,190	598,400	—	1,212,590	36.9	151,820	238,248	150,163	—	----
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	Leas'd t	o Northn	Cen.	196,907	334,790	110,368	—	31
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.6	144,871	423,358	169,268	10	----
31 Oct. '63	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	----	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	61½
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	27,600	37,047	4,163	—	----
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*	—	622,345	1,325,992	223,090	2,174,427	54.0	143,578	259,629	101,570	—	30
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,848	*	—	710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,113	248,838	—	----
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,622,008	869,222	—	2,297,250	1,465,000	58,121	3,820,377	88.0	386,844	1,320,058	774,974	10	71
31 Oct. '63	28.3	5.5	8.0	—	10	----	61	Little Schuylkill	1,371,868	*	—	2,646,100	960,000	62,227	3,668,327	(Phi	la. & Re	ading	R. R.)	7	38½
31 Oct. '63	24.5	106.0	63.3	—	31	----	51	Mine Hill and Schuylk. Haven	3,311 613	*	—	4,132,935	—	—	4,132,935	130.0	319,162	363,367	89,991	8	57
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764	—	3,147,750	3,104,287	—	6,252,037	68.8	274 990	511,896	273,301	—	27¼
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048,814	3,543,484	2,883,457	18,430,250	16,949,124	—	35,245,668	356.9	5,311,202	1,891,413	5,111,418	—	64
31 Oct. '63	17.0	7.0	42.0	17.0	18	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	—	1,267,200	405,000	—	1,672,200	24.0	244,425	834,439	179,565	9	58
31 Oct. '63	230.0	—	21.5	58.0	36	5	530	Phila. and (Sunbury) Erie	—	—	—	5,010 944	8,528,000	80,151	13,619,095	230.0	428,759	699,300	193,480	7½	25½
30 Nov. '63	147.4	51.1	211.3	—	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,328	—	26,613,828	403 0	2,721,689	6,252,902	3,706,900	7	56¾
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	613,882	—	—	999,200	250,000	—	1,249,200	28.2	137,074	644,050	353,648	10	145½
31 Oct. '63	95.9	—	51.4	—	36	98	828	Phila., Wilmington and Balt.	8,774,500	*	551,129	7,460,000	1,017,500	—	8,477 500	200 5	647,020	2,540 248	1,602,119	10	68½
31 Dec. '64	59.5	—	7.2	89.5	12	11	82	Pittsburg and Connellsville	2,277,456	163,004	—	1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,723	101,569	—	12
31 Dec. '63	468.3	—	73.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,935,173	—	19,932,741	468.3	3,472,914	5,132,934	2,106,623	—	95¼
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Leas'd t	o Northn	Cen.	40,476	144,728	87,112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,967	106,553	—	367,300	396,500	65,206	832,009	29.6	75,358	126,693	59,976	7	43
								Rhode Island.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	----	62.0	297,700	421,757	190,155	8½	120
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,917	8,500	—	----	13.6	24,916	31,702	9,718		----
								South Carolina.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	—	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	268,263	151,536	6	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	----	164.5	----	341,190	125,871	----	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0		220,014	96,145	—	----
31 Dec. '60	186.0	106.0	----	—	62	59	790	South Carolina	----	----	----	----	2,643,833	----	----	----		1,409,686	701,943	7	----
								Tennessee.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	10,187	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----	140.0	----	318,713	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	—				—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	—				—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	518,518	----	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	28,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----	159.0	----	734,118	337,384	6	----
1859	—	—	----	—	—	—	—	Nashville and Northwestern	----	—	—	—	—	—	—	—	—	—	—		----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	----	—	216,962	413,000	408,477	----	30.0	----	1,248		—	----
								Texas, (*all aided by State*).													
-- -- '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----	----	—	----	----	----	----	32.0	----	----	----	—	----
-- -- '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	----
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275,000	240,000	171,560	----	50.0	31,300	32,670	----	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	196,568	—	----
-- -- '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	----	----	----	----	----	25.0	----	----	----	—	----
								Vermont.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	----	3,036,338	90.7	139,877	308,850	167,430	—	----
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	----
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	----	----	1,206,683	62.5	136,761	185,474	67,785	—	----
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	----	1,687,500	ope	r. by Vt.	Central	----	8	105
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----	1,301,886	23.7	48,995	61,267	26,451	—	----
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	832,000	700,000	----	----	ope	r.b. Troy	& Bost.	53,852	—	----
								Virginia.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,373	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	----	2,063,655	2,517,500	590,056	----	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.8	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,758,655	143.2	224,014	560,904	282,828	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----	78.6	159,961	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	8.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	—	—	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,058	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
								Wisconsin.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----	55.0	----	----	----	—	----
31 Dec. '61	199.9	—	24.9	27.8	----	----	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	----	199.9	----	756,476	329,580	—	----
31 Dec. '62	191.9	42.5	28.3	—	39	82	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	----	1,163,734	414,741	—	46½
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	----
								Canada.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----	236,798	67,862	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,390	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----	4,268,510	1,154,855	—	----
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----	26,084,180	357.0	----	3,011,860	1,649,510	1½	----
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----	----	----	----	----	----	----	95.6	----	—	—	—	----
								New Brunswick.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,610	20,006	—	----
1 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	80.0	----	132,455	36,670	—	----
								Nova Scotia.													
Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,273,281	*	—	4,273,281	—	—	4,273,281	92.0	158,416	190,107	27,131	—	—
								New Granada.													
31 Dec. '63	48.7	—	—	—	11	22	120	Panama	[illegible]	*	[illegible]	[illegible]	[illegible]	—	10,763,729	[illegible]	----	2,027,128	[illegible]	12	[illegible]

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	860,000	6	6	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,600	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	32½
Chemung (guarantied)	330,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	50
Chicago & Alton (preferred)	2,422,596	7	7	94½
Chicago & Northwestern (pref.)	2,400,000	7	5½	65
Cocheco (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	70½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	—	49½
Erie (preferred)	8,535,700	7	7	92½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	47
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,169	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,256,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	90
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	70
Toledo & Wabash (preferred)	982,900	7	7	69
Troy & Greenbush (guarantied)	274,400	6	6	53
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guaraatied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	99
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Bonds guar. by Virginia	200,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	99
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
1st Mortgage	782,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,788,682	6	M. & S.	1870	95
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	100⅝
2d Mortgage	294,750	6	----	----	97
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	80½
Improvement	568,500	6	M. & N.	1876	84
Susquch'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	55½
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	25½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	100

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,653,350	—	36
Delaware and Hudson	100	7,500,000	10	166⅝
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	2,479,950	6	68
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	90
" (preferred)	100	1,175,000	10	126½
North Branch	100	----	—	----
Sault Ste Marie	100	----	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	25½
" " (preferred)	50	2,722,607	—	33½
Susquehanna and Tide Water	50	2,048,260	—	13½
Union (preferred)	50	2,750,000	—	3½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	65

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton	57 — @ 58 —
Pig, American, No. 1	50 — @ 55 —
Bar, Swedes, assorted sizes (in gold)	— — @ 92 50
Bar, English, Refined	170 — @185 —
Bar, English, common	155 — @170 —
Band, English	215 — @ — —
Horse Shoe	210 — @ — —
Rods, English	190 — @260 —
Hoop, English,	220 — @300 —
Nail Rod per lb.	— 14½@ — 16
Sheet, Russia per lb.	— 28½@ — 30
Sheet, English, Single, Double and Treble	— 9½@ — 11½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	—29 @ — 35
English Spring (1st & 2d qlty.)	— 18 @ — 20
English Blister (1st & 2d qlty.)	— 19 @ — 20
English Machinery	— 20 @ — 23
American, Blister	— 16 @ — 20
American, Cast, Hammered	— 30 @ — 34
American, Cast, Rolled	— 19 @ — 23
American Spring	— 15 @ — 20
German	— 20 @ — 22
Milan (in bond)	— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— — @ — 65
Sheathing, &c. Old (cash)	— 42 @ — 43
Sheathing, Yellow	— — @ — 50
Pig, Chile	— — @ — —
Bolts	— — @ — 65
Braziers'	— — @ — 65
American Ingot (cash)	— 45 @ — 46

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ 14 50
Spanish	13 25 @ 13 50
German Refined	13 25 @ 13 50
English	13 25 @ 13 50
Bar per lb.	— — @ — 18
Pipe and Sheet	— — @ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	— — @ — 70
Straits	— — @ — 59
English	— 58½@ — 57
Plates, Charcoal I. C per box '18	— — @ 19 50
Plates, I. C. Coke	15 — @ 17 —
Terne, Coke	14 — @ 14 50
Terne, Charcoal	17 — @ 17 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash) per 100 lb.	3 50 @ — —
Clinch (cash)	9 50 @ 10 —
Horse Shoe, Forged (cash) per lb.	— 38 @ — 40
Wrought, English (cash)	— — @ — 70
Ausable Horse, Norway Iron, Forged	— — @ — 50
Zinc Nails (6 mos.)	— — @ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine per lb.	1 15 @ 1 20
Para, Coarse and Medium	— — @ — —
Carthagena, &c	— 72 @ — 75
Guayaquil	— — @ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity	— 53 @ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 87½@ — 88
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— 68 @ — —
Naptha, Refined, (60@63 gravity)	— 52 @ — 55

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 15.

	Th 9. F. 10	Sat. 11. M. 13.	Tu. 14	W. 15.		
American Coal Co.	77	----	77	77	77	----
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	101	----	100	----	100
California 7s	----	----	----	----	153	----
Canton Co.	31	31½	----	----	32	32
Central Am. Transit	----	----	----	----	----	90
Chicago & Alton	94	95	95½	90½x	90½	----
" " pref.	95	96	98	----	----	----
" " 1 M.	----	----	----	103½	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	117½	----	117½	----	----
" " " 8 p.c.	----	----	114	----	----	----
Chic. & Northwest'n	35	35½	----	35	36½	36½
" " pref.	65½	65	65½	65½	67	66½
" " 1st M.	----	----	87	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	90	----	----	91	----	----
Chicago & Rock Isl.	94½	95½	96½	96¾	98	97½
" 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	82½	83½	83	84	86	85½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	78	----	----	----	----	----
Clev. and Toledo	----	----	----	114	----	----
" " S.F. 7 p.c.	----	----	----	104	----	----
Cumberland Coal, pref.	52¾	59	56	55	54	56¾
Del. & Hudson Canal	162½	164	164	164	165	166
Del., Lack. & West	----	----	----	----	----	----
" " 1M. 8p.c. '71-5	----	----	----	----	----	----
" " 2M. 5p.c. '81	----	----	----	----	----	----
Erie	76	75¾	75¾	76¾	78	77¾
" pref.	----	----	93	92½	93½	----
" 1 M. 7 p.c. '67	101	----	----	----	102	----
" 2 M. 7 p.c. '79	109½	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	89	----	----	----
Hudson River	106½	107¾	107½	108	110½	108
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	106	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	118	118½	118	118½	121	119½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	112½	----	111	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	11	11¾	13	13½	14	
Michigan Central	112¾	113	113	113¾	114½	115
" S.F. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	69¾	71	70½	70½	71¾	67½
" " guar'd	----	----	----	----	----	----
" " 1M. S.F.	103½	103¾	----	103½	104	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	42½	42	46	----	----	48½
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	66	----	----	----	----	66
" ies. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	70	----	----	70
New York Central	114	114	116	117¾	118	116½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	108	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	102	----	103	----	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '75	103	----	----	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	27½	27½	27½	27½	28¾	27¾
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	285	290	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	182½	----	----	----	180	----
Phila. and Reading	109	108¾	109½	112¾	117	116
Pitts. Ft. W. & Chicago	93½	94¾	95	95½	97	96
" " 1M.	----	----	----	----	109½	----
" " 2M.	----	----	----	99	----	100
" " 3M.	----	----	----	----	90	----
Quicksilver Mining Co.	87½	86½	86½	86	86½	85
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	70	----	----	----	70	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	85	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	55	----	----	----	----	55
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M.	97	----	----	----	----	----
" " 1M. ex.	----	97	97	----	----	----
" " 2M.	----	82	----	82	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	102	102	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	102¼	102¾	102¾	102¾	102¾	102¾
U. S. 5s, 10-40s, reg.	96½	97	97	----	----	----
U. S. 6s, 1881, reg.	----	----	----	----	----	----
U. S. 6s, 1881, cou.	110½	111	110¾	110¾	----	110¾
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ly.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	130	----	----	----	----	130
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	128	----	----	130	----	----
U. S. 6s, 1 year certif.	98¾	98¾	----	98¾	----	----
U. S. 6s, 5-20s, coupon	109¾	110	110	110	110½	110½
U. S. 6s, 5-20s, new	108¾	109½	109½	109⅞	109¾	109¾
U. S. 6s, " reg.	104¾	----	----	108½	109	----
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	115	115⅛	116	----	----	----
American Gold	213½	211	208½	205	208½	205

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	14	----	12½	12½	----	13½
" preferred	31½	31½	32	----	32	32½
Camden & Amboy	140	140	141	145½	----	----
" " 6s, '57	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	96	----	----	----	96
" " 6s, '89	99½	----	----	104½	----	99½
" mort. 6s, '89	----	----	----	----	104½	----
Ches. & Del. Canal 6s '86	----	----	----	----	99	----
Del. Div. Canal	36	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	49½	----	----	----	----	----
" " 7s	----	101	----	----	----	----
Harrisburg	61½	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	----
" 6s	99	----	----	----	----	----
Lehigh Valley R. R.	72	----	71	----	----	----
" " 6s	100	----	100	----	----	----
Little Schuylkill R. R.	38½	----	38½	----	----	38½
" " 7s	----	----	100½	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	93	----	----	----	----	----
Minehill	----	----	57	57	56½	57
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	126½	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	27	27½	----
" " 6s	----	----	90½	----	90	----
" " 10s	----	----	111½	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	62¾	63½	63¾	63¾	63¾	64
" 1st m.	107	----	----	----	----	----
" 2d m.	104	----	104	----	----	----
Penn. State, 5s	93	92½	92½	92½	92	92¾
" " 5s, coupon	----	----	----	94	----	----
" " 6s, W. L.	100	101	101	----	----	101
Philadelphia City, 6s	----	92½	----	----	92½	92½
" " new	96¾	96½	96	96	----	95½
Philad., Germ. & Nor.	----	----	----	----	----	58
Phila. & Reading	54	54¾	54½	54¾	56	58½
" " 6s, '86	----	----	108	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	25½	25½	25	25½	25¾	----
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	25	25½	----	----	----	----
" " pref.	32½	32½	32	32	32½	33½
" " 6s '82	----	----	80½	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	12¾	13½	----	----	----	----
" " 6s '78	----	55	55½	----	55½	----
Union Canal, pref.	----	----	----	----	----	3½
" " 6s '83	23½	24	23¾	24½	----	25½
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	64	----	----	----	----	65
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	13½	15½
Chestnut & Wal. "	47	----	----	----	----	----
Green & Coates, "	----	30	----	----	30	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.
Baltimore City 6s, 1875	103½	----	104	----	104	104
" " 1886	101	----	----	----	----	102½
" " 1870	----	----	----	----	----	----
" " 1890	----	----	104	----	----	104¾
Balt. and Ohio	110	----	----	110	110	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	----	----	94	----
" " " '93	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15.
Boston and Lowell	109	109½	----	----	----	----
Boston and Maine	----	----	----	123	----	----
Boston and Providence	----	133½	----	----	132	----
Boston and Worcest.	----	133	----	133½	----	----
Cheshire, pref.	----	50½	50¾	----	50¾	----
Concord	----	65½	----	----	----	----
Connecticut River	----	108	----	----	----	----
Eastern, Mass.	101	101	100½	101	101	101
Eastern, N. H.	----	100	----	100	----	----
Fitchburg	----	115½	----	----	----	115
Manchester & Lawr'ce.	112	112	112	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	85	85	----	----	84½	----
Old Colony and Fall R.	113	112	----	----	112	----
Ph., Wil. & Baltimore	----	68	68	68½	68½	----
Portl'd, Saco & Ports.	106	----	----	----	107½	----
Vermont & Canada	104½	104½	105	----	----	----
Vermont & Mass.	41	----	40½	----	41	----
Western	146	142	----	----	140	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	51½	51½	51½	51½	51	51
Middlesex "	----	----	57½	----	----	58½
Central Mining Co.	----	----	----	----	----	----
Franklin "	----	----	----	----	----	50
Isle Royale "	----	----	----	----	----	14
National "	----	----	----	----	----	----
Minnesota "	21	----	----	20	----	----
Pewabic "	----	----	----	52½	----	----
Pittsburg "	65½	----	----	----	----	67
Quincy "	----	----	----	----	----	----
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 27th of January:

Maryland 5s	60	to	65
United States 6s, 1881	46½	"	47½
Do. 5s, 1874	48	"	50
Virginia State 5s	40	"	45
Do. 6 per cent.	28	"	20
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent	65	"	67
Do., 2d mort., 1881	63	"	66
Pennsylvania, 1st mort., 1877	67	"	69
Do., 2d mort., 1882	61	"	63
Erie shares, $100 (all paid)	34½	"	35½
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	75	"	77
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	50½	"	51½
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82. x. c.	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	53	"	55
Do do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	99	"	100
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	78	"	80
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, February 18, 1865.

Rise of our National Securities Abroad.

We are advised by the last arrival from England, that when the news of the fall of Fort Fisher was received there, our National securities advanced 7 per cent. This insures a large profit to present holders, and will create a still further demand.

Stock Exchange and Money Market.

As the long continued and unceasing drain of specie for the last four years has had a direct influence on our own financial condition, keeping up exchange and the premium on gold, the falling off of late in its export is worthy of consideration in reference to our future. Our readers will have observed that we have kept them advised from time to time in relation to the movements of cotton, which we have constantly believed was, when in loyal hands to be used for a most valuable and opportune purpose.

A similar view of the subject appears to prevail among intelligent dealers in the article in England. Our files of the 29th ult., discover considerable anxiety on the subject. Cotton has been imported in unusual quantities into Liverpool and London. The following is a statement which shows the condition of the cotton market there and in Havre:

	Bales.
Stock in Liverpool January 13	510,000
" London "	128,000
" in the hands of spinners	70,000
" at Havre	57,000
Total	765,000

A fall of 9d. in the pound is predicted on this amount, producing a loss of $45,000,000. From India the shipments were going on at the rate of 47,131 bales every fortnight, the arrivals of which were increasing the apprehensions of the fall.

Now the cotton fleet from Savannah having arrived we shall have 30,000 bales and upwards thrown into the market. Large deliveries are also taking place on the Mississippi, and the consequence is seen in shipments from this port, to be steadily increased, and the fall of exchange greater than it has been for years. It is clear that while a revulsion may be expected in England, if not a finapcial crisis, here we shall soon become creditor dealers on a large scale, and the effects must be favorable in the reconstruction of our financial system and the return to specie payments.

The first great step has been taken at Washington, in the adoption of a rigid purpose to stop all further inflation of the National currency. There is enough paper money afloat of a real character to be returned to the Treasury for its required loans, present and prospective, and were the war suddenly to cease, of which the symptoms are marked and flattering, and further loans became unnecessary, the return to a specie basis would be easy and practicable at an early day. The conversion of the cotton still in the country into money would change the direction of the specie current with rapidity and certainty, whether done by the Government as captors, or by the Southern holders coming back to the enjoyment of their citizenship by amnesty or submission.

It appears that Governor Morgan having been unexpectedly nominated to the Secretaryship of the Treasury has peremptorily declined the office, and as we think for obvious reasons not only "with emphasis" but "good discretion." An able financier who should be clear of all political aspirations and combinations, would we think have no difficulty whatever in making everything go smoothly. There is really a splendid basis for the operations of such a Secretary.

On the 31st of October, the total debt of the United States was $2,017,099,515. If we apportion this among the population of the loyal States only, we have an average of $84 04 per head. The interest on this at 6 per cent., is $5 04 per head per annum, if it was raised by direct tax, and in that shape in lieu of all other taxes it would not be felt. Let us compare this state of things with that in Great Britain. In 1793 it was there $83 46 per head, and excited no particular alarm. In 1816 after the long wars with France,

it had risen to $218 20 per head, and the confidence of the people and the Government was unshaken, and in 1863 after 47 years of retrenchment on the one hand, and of commercial progress, and an increased population on the other, it was still $180 47 per head.

Nearly double even now of our present individual liabilities as tax payers. And though the aggregate wealth of Great Britain was about 85 millions against 15 millions in the loyal portions of the United States in 1863, as nearly as can be computed, yet the rate of increase is entirely in our favor. The rate there during the last decade was but 3¼ per cent., here it was 8½ per cent., or in other words, while the wealth of Great Britain is doubling every 21 years and 8 months, here it doubles every eight years and 6 months. So that in 1872, counting from 1863, our wealth in the loyal States will be 30 millions, and in 1881 60 millions!! Here are facts which do not leave a doubt as to our ability to meet our future engagements, especially those maturing at a period equally remote.

The proposition may be verified in another and practical form, viz., that of estimating the products per capita of the people of both countries in gold. As follows:

Annual product loyal States per head.

1850	$86 41
1860	128 50
1864	160 77

The same calculation with regard to the annual products in Great Britain during the same periods gives the following results:

Annual product Great Britain per head.

1850	$89 74
1860	100 60
1864	120 10

The average interest on our National debt in October last, was but 5½ per cent., or if we deduct for the legal tenders which bear no interest, it was but 4 1-5th per cent. So that if we had gone on and paid whatever interest was charged by capitalists for money as in the last few months of Mr. Buchanan's administration, 12 per cent., and as a specie basis would undoubtedly have compelled us to pay, we should in 10 years have sunk the whole capital of the money borrowed, and still have had a heavy rate of interest to pay. Besides for a considerable time after the war broke out, the Government got full value for its currency and its loans; or the full equivalent in gold for its issues. And this is evident from a single fact, that numerous applications are being constantly made to Congress for relief by heavy contractors, who assert they have lost by their contracts, or in other words, the Government have been gainers by those contracts. This should not be left out of sight by those harping on our depreciated currency of the last two years.

These considerations induce us to repeat our remark in this place, that there is a splendid opportunity for a man of talent in the Treasury Department to put the finances of the country in the very best possible condition, especially as it is evident that the war is near its close. And if not, if it is protracted by the desperation of our opponents, several hundred millions more added to the present debt will not in the least impair the argument we have already made, nor the resources and ability on which it is founded.

The actual position of the National debt at this moment, including currency bearing no interest was communicated to a member of Congress on Monday last, in reply to a letter requesting the information.

Aggregate of debt bearing interest in coin	$1,087,550,438 80
Interest	63,433,131 45
Debt bearing interest in lawful money	608,576,952 44
Legal tender debt bearing no interest	433,160,569 00
Fractional currency	24,096,913 93
Total principal	$2,153,735,442 26
Total interest	93,131,901 86
Amount of unpaid requisitions	136,100,000 00
Amount in Treasury	$10,252,958 16
Balance	125,847,041 84

Thus it appears that the funded interest bearing debt is but $1,696,123,391 24, a much less sum than is generally supposed. If the war should close, and expenditures cease on their present large scale, it is clear that the payment of taxes would of itself absorb the outstanding legal tenders in a short time, which might be cancelled instead of being funded. If this could be effected, it would make a very material difference in our National monetary affairs, and we do not see why it may not be under the conditions named. It is understood, however, that a further loan of six hundred millions supposed to be in full of all possible further deficiencies, will be adopted by Congress, but we trust its authorization will be carefully limited to the actual necessity to arise.

Further taxation, and the rapid increase of the receipts from the internal revenue would give it would seem, a very large sum during the present year. At the same time retrenchment and economy in the public service should be seriously studied. Thus we object to all increase of salaries as a general rule, and to the grant of large sums of money for the painting of pictures for the adornment of the capital as has been recently proposed. So too, the numerous outlay for the increase of the Navy now large enough, should be checked. We have between 6 and 700 vessels in the service, and it will be utterly impossible after a few months to employ this great number.

It is noticeable that the Government securities have been in large demand the past week and at advancing rates. Under the active management of Jay Cooke, & Co., the 7-30s are being rapidly absorbed. The advantage of agencies is clearly seen in this as in previous instances. By this means information is widely discriminated among the people desirous of investing their surplus earnings large or small. The 5-20s have sold readily at 109 and a fraction above, and the 10-40s at 12½. Railway shares are steadier and advancing, confidence in them beyond all question being unimpaired among the large majority of holders. This is evident from the rise in Railway shares which will be found noted in our report of sales. Railway bonds are in demand at full prices. Money is easy and loans have been made at 5 per cent. without difficulty.

Our exports the past week have amounted to the very large sum of $7,078,813 against $3,546,-180 for the corresponding week last year, of which first named sum $1,052,889 was in cotton.

The exports from the port of Baltimore for the same week were $291,027, and from Boston $488,-138.

The balance in the Sub-Treasury on Tuesday, was $30,045,544 55.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Norwich and Worcester R. R., 101; McGregor Western 1st mort., 70¼; Milwaukee and St. Paul 1st mort., 85; Ohio 6s, 1875, 100½; do., 1881, 103; do., 1886, 103; Connecticut 6s, 99; Illinois War Loan, 99; Louisiana 6s, 60; Mariposa 1st mort., 52; Sixth Avenue R. R., 115; Brooklyn City Water Loan, 106; Central Coal Co., 46; Wyoming Valley Coal 60; Ashburton Coal, 15; Smith Parmalee Gold, 7¼; Quartz Hill Gold, 5; Fontinac Lead, 60; Atlantic Mail, 150; Manhattan Oil, 76; Heydrick, 16; Empire City, 5.07½; President, 4.75; Knickerbocker, 1.03; Oceanic, 3.55; Cherry Run, 90c.; Buchanan Farm, 1.92; Excelsior, 11, Germania, 98c.; High Gate, 99; Rynd Farm, 4.90; Tack Petroleum, 3.70; Devon, 1; McKinley, 8.90; Allen Wright, 9; Manhattan, 75c.; United States, 26; Mechanics' Bank, 110; Metropolitan Bank, 120; Shoe and Leather Bank, 107; 4th National Bank, 100; 9th National Bank, 107; Bank of Republic, 101; Continental Bank, 106; Importers' and Traders' Bank, 107½; Bank of Commerce, 110; Central National Bank, 104.

Philadelphia.—Reading mort. 6s, 98½; Chester Valley 7s, 42⅛; Pittsburg 5s, 78; Allegheny Co. coupon 6s, 76; Union Canal Interest bonds, 20⅛; Tremont Coal, 9; Big Mt., 5¾; New Creek, 1; Fulton, 6¾; Green Mt., 4; Swatara Falls, 5⅛; Clinton Coal, 1⅛; Locust Mt., 50; Lehigh Zinc, 4; Keystone, 1½; Connecticut Mining, ¼; Bank of Kentucky, 107; Northern Bank of Kentucky, 126; Farmers' and Mechanics' Bank, 143; Commercial Bank, 62; Girard Bank, 52; Manuf. and Mech. Bank, 32½; Atlas Oil, 1¼; Alcorn, 1; Bruner, 1.31; Bull Creek, 2⅛; Big Tank, 2; Crescent City, 1½; Corn Pl., 5½; Curtin, 14; Cherry Run, 28; Cow Creek, 2½; Caldwell, 6; Densmore, 6¾; Dalzell, 8½; Egbert, 3.69; Eldorado, 1⅞; Excelsior, 1⅛; Germania, 94c.; Hyde Farm, 4; Hibbard, 1¾; Howe's Eddy, 1⅛ Krotzer, 1½; Logan, 1½; McClintock, 6⅜; Mingo, 3⅛; McElheny 5⅛; Maple Shade, 24½; Mineral, 2¼; Noble and Delamater, 6½; Oil C. and C. R., 5⅛; Olmstead, 2⅞; Oil Creek, 6½; Organic, ¾; Plumbly Farm, 2; Phila. and Oil Creek, 1⅜; Perry, 3½; Pope Farm, 94c.; Royal Petro., 1½; Rock, ¾; Ross, 1½; St. Nicholas 4; Story Farm, 2; Seneca, 4; Sherman, 1¼; Story Centre, 5¾; Tionesta, 4; Tarr Homestead, 5⅜; Tarr Farm, 2.31; Union, 2¼; Walnut Island, 2.56. The latest quotations are: City 6s, 92½@92⅝; do., new, 95¼@95½; State 5s, 92@92¼; do., coupon, 94@95; do., 6s, W. L., 101@101⅛; Phila., Wil. and Balt., 68¼; Reading, 57@57¼; do., 6s, 1870, 100½@102; do., bonds, 98@98½; Camden and Amboy, 142½@144; Penn. R. R., 63½@63¾; do., 1st mort., 106½@107; do., 2d mort., 103¾@104; Little Schuylkill R. R., 83½@40; Morris Canal, 90@90; do., pref., 126@127; do. bonds, 100@101; Wyoming Valley Canal, 64@65, do., 6s, 99@100; Susquehanna Canal, 13@13¼; do., 6s, 55@55; Sch. Nav., 25@27; do., pref., 33@33¼; do., 6s, 1882, 80½@85; Union Canal bonds, 25@26; Delaware Div. Canal, 36@36; do., bonds,

90@95; Elmira and Williamsport, 80½@81½; do., pref., 48@50; do., 7s, 1873, 100@102; do., Chattle 10s, 74@75; Long Island R. R., 44¾@45; Lehigh Coal and Navigation, 63@70; North Pennsylvania, 28@37; do., 6s, 90@92; do., 10s, 112@112; Philadelphia and Erie, 25@25¾; do., 6s, 101@101; Minehill, 57⅛@57¼; Catawissa, 12@13½; do., pref., 31¼@32; Lehigh Valley, 74½@75; do., bonds, 99@100; Fifth and Sixth streets, (horse,) 40@43; Second and Third, 65⅛@67; Race and Vine, 9@10; West Philadelphia, 70@70; Spruce and Pine, 30@32; Green and Coates, 29@30; Chestnut and Walnut, 45@50; Arch, 15@16; Thirteenth and Fifteenth, 20@23¾; Girard College, 23@24; Tenth and Eleventh, 45@46; Norristown, 58@58¼.

Boston.—Boston and New York Air Line 6s, 56; Northern (Ogdensburg) 1st mort., 95; do., 2d mort., 24½; Mad River and Lake Erie R. R., 6s, 1900, 63¾; Michigan Central 8s, 1882, 108; Conn. and Pas. River R. R. 6s, 96; Vermont Central 1st mort., 70; Troy and Greenbush guar., 53; Boston, Hartford and Erie 18¾; Cape Cod R. R., 75; Worcester and Nashua 96¾; New Hampshire 6s, 1884, 95; Massachusetts 6s, 119¾@121½; Rhode Island 6s, 99¼; St. Louis 6s, 95¾; Vermont 6s, 98; Portland 5s, 93½; do., 6s, 100; Chicago 7s, 103; Cambridge Water Loan, 92; Boston 5s, 118@119; Boston Water Power Co., 43¼; East Boston Co., 13⅞; Cary Imp., 11½; Essex Co., 98½; Franklin Coal, 55; Short Mt. Coal, 43¼; Potomac Coal, 8; Mammoth Vein Coal, 28¾@29¾; Belmont Coal, 10¾; Malden and Melrose Gas, 67; Fuller Farm Oil, 3; Buckingham Plumbago, 5; Macomb Lead, 1¼; Boston National Bank, 100¾; State Bank, 82; Merchants Bank, 118; Tremont Bank, 110½; do., Rights, 38½; City National Bank, 104¼; Union Bank, 129¼; Suffolk National Bank, 117; Globe Bank, 141; National Bank of Republic, 109¾; 3d National Bank, 104; Bay State Bank, Lawrence, 75; National Bank of Commerce, 114; New England National Bank, 116; Atlas National Bank, 109; Blackstone National Bank, 110¼; Railroad Bank, Lowell, 93½; Pawners' Bank, 117; 1st National Bank, 125; Acton Mining Co., 1⅛; Bay State, 15; Boston, 2⅝; Brome, 1⅞@2¾; Copper Falls, 30; Canada, 75c.; Dover, 2¾; Eagle River, 3; Forest City, 1; Hancock, 9; Hungarian, 1⅝; Huron, 43; Northwestern, 5; Ottawa, 22c.; Star, 4; Superior, 5⅛; Tremont, 2; Wickham, 10c.

Baltimore.—Marietta and Cincinnati bonds, 91; Western Md. bonds, 100½@102; N. W. Va. 3d mort., guar., 99; Santa Clara Mining Co., 22½; Bare Hill, 3.10; North State, 0.15; Springfield, 1.30; Maryland Copper, 0.70; Atlantic Coal, 1.30; Am. Gas Coal, 1.90; Lake Chrome, 0.40; Baltimore Chrome, 2.60; Penn. Oil, 2.10; Laurel Cannel Coal and Oil Co., 5.50; Balt. and Cuba Smelting and Mining Co., 200; Bank of Baltimore, 103¼; Mechanics' Bank, 21½; Farmers and Merchants' Bank, 43; Marine Bank, 33; Howard Bank, 10½; Bank of Commerce, 24½; Union Bank, 70½. The latest quotations are: Balt. and Ohio, 109@110; do., 6s, 1867, 100@100; do., 1875, 100@105; do., 1880, 100@105; do., 1885, 103½@105; Northern Central, 51@54; do., bonds, 1885, 94⅛@95; N. W. Va., 00@05; do., 1st mort., 99@100; do., 2d mort., 99@100; do., 3d mort., 23@30; do., guar., 99@101; Marietta and Cincinnati 7s, 1891, 91@93½; Central Ohio 1st mort., 92@100; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 40½@42; Western Md. bonds, 84@85; do., guar., 100½@102; Maryand 5s, coupon, 1870, 100@106; do., Ins., 100@108; do., 1890, 100@106; Baltimore 6s, 1870, 100@101; do., 1873, 104@108; do., 1875, 104@104; do., 1886, 102@102½; do., 1890, 104¼@104½; do., coupon, 104@104; do., 5s, 1838–'70, 98½@100; City Passenger R. R., 16¼@17; Canton Co. 31½@33; Gardner, 0.50@0.90, Gas Coal, 1.50@1.90; Maryland, 0.70@0.75; North State, .10@.20; Springfield, 1.15@1.30; George's Creek, 107@115; Santa Clara, 21@23; Balt. Chrome, 2.30@2.50; Bare Hill, 2.05@3.10; Atlantic Coal, 1.30@1.30; Mineral Hill, 1.30@1.70; Baltimore Coal, 1.30@2.00; Laurel Cannel Coal and Oil Co., 5.35@5.40.

The Steam Stone Cutter.

We call the attention of railway managers and contractors to this remarkable machine. It will do the work of thirty men, and do it better than it can be done by hand. It is certainly one of the greatest labor saving machines which has been brought out for many years. A short description will justify the universal opinion in its favor, by men who have tested it, and clearly show that it is a desideratum in cutting stone from their natural beds, for building or masonry purposes, or for excavations in heavy rock work. The machine is mounted upon a railway track, with cogs upon the inner sides of the rails into which the cog wheels of the machine work, thus giving a forward and backward motion. It is driven by a five-horse power engine, mounted upon the same track in rear of the machine. This track is moveable and is fastened upon the rock to be cut, by means of small, shallow holes drilled into the rock, and plugged with wood, and then a wood screw turned into the wooden plugs, through a section of the track.

The machine has sixteen drills eight feet long, composed of square bars of cast steel, and placed in gangs of eight each on each side of the machine. These gangs move up and down, through guide slides which are adjustable by means of a screw, so the drills can stand at a perpendicular or at any angle to forty-five degrees. The gangs are raised by a lever which is operated by a cam. At the opposite end of the lever a hidden spring is attached which gives the power to the stroke of the drill. Any desired power can be given to the drills, but in practice a crushing weight of about one thousand pounds has proved to be the most economical. Each gang works seventy to eighty strokes to the minute, giving the equivalent of twelve hundred strokes of a single drill per minute. Each drill is set lower in the gang than the preceding one, so that every drill cuts upon a step or stair instead of striking dead, like a common hand drill, and every blow throws off a chip.

The machine will cut from one-fourth to three-fourths of an inch deep at each stroke depending upon the hardness of the stone. It can be applied upon any kind of rock at any dip of the strata. It will be seen by this imperfect description that for heavy masonry work such as preparing stone for arches, culverts, bridges, etc., that an immense saving can be secured over the old methods as in making rock excavations the stone can be cut out in shape to use, and leave the sides of the excavation smooth and perpendicular only requiring cut through the rock sufficiently wide for the road bed.

The machine is coming into use where it has been tried, and is endorsed by some of the experienced quarrymen in the country—and will eventually be extensively applied in the great West upon the limestone formations for building and masonry purposes. The saving is immense over manual labor, and upon such works as the Pacific road and other great works it must prove in its line, as invaluable as the cotton gin to the planter.

The 7-30's.—Jay Cooke & Co.

The great success which has attended the previous agency of Jay Cooke & Co., in procuring subscriptions to the Government loans, has very properly led to their re-employment in the disposition of the 7-30's. They have entered upon the duties of their agency with their wonted zeal and activity, and with great success. Large sums are daily absorbed through their wide and popular arrangements, and we cannot doubt that the whole amount required will be rapidly subscribed. This particular loan is a desirable one, it is popular in its character, and invites all classes to sustain it, and through the agencies of Jay Cooke & Co., all have now the opportunity.

Personal.

Mr. Charles Minot having resigned the office of General Superintendent of the Erie Railway, has been appointed Consulting Engineer, and Mr. Hugh Riddle has been appointed General Superintendent. The resignation and appointments will take effect on the 1st day of March, proximo.

Mr. Harlow W. Chittenden, formerly Assistant Superintendent of the Middle Division, and recently of the Western Division of the New York Central Railroad, has been appointed General Superintendent, *vice* Hon. Chauncy Vibbard, resigned.

Mr. Samuel A. Black has resigned the position of Superintendent of the Oil Creek Railway, and accepted that of Assistant Superintendent of the Middle Division of the Pennsylvania Railway. Mr. David McCargo is Assistant Superintendent of the Pittsburg Division, and Mr. S. P. Darlington, of the Philadelphia Division.

Mr. E. C. Gibson, late Master Mechanic on the Oil Creek Railway, has been appointed Superintendent, *vice* Mr. Samuel A. Black, resigned.

Mr. F. W. Rankin, has been appointed Secretary of the New Jersey Railroad and Transportation Company.

Sorghum.—Its Uses.

Since the Sorghum plant has been introduced largely among our agricultural products, its uses and its value have become widely known. We see it was stated at a recent meeting of the Maryland Sorghum Convention, that from the cane, vinegar, and a very excellent wine, are obtained as well as molasses. The seeds are used largely to feed cattle, and are convertible into chocolate, and coffee, this last not being distinguished from the best Java. This form of its use is as follows. Saturate wheat bran thoroughly with Sorghum syrup, pour it in a pan, brown it lightly and it is ready for use.

Maryland and Delaware Railroad.

It is stated that the entire stock of the Maryland and Delaware Railroad has been taken by foreign capitalists, and that work on the road will speedily be resumed and the road built without delay.

Railroad Earnings--Monthly.

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of January, compared with the same period last year, were as follows, viz:

	1865.	1864.
Freight	$425,530 56	$161,399 90
Passengers	238,516 63	107,565 75
Express matter	7,800 00	4,600 00
Mails	7,825 00	7,825 00
Rent of railway	7,083 33	7,083 33
Miscellaneous	2,504 11	2,201 93
Total	$684,259 63	$290,675 91
Increase		$393,583 72

The earnings of the Chicago and Northwestern Railroad in Jan., 1865 ..... $535,675 18
Same period last year 273,875 56

Increase $261,800 38

The traffic receipts of the European and North American Railway for the month of Jan., 1865, compared with the corresponding month last year, is as follows:

	1865.	1864.
Passengers	$2,884 51	$3,423 66
Freight	4,020 67	5,770 22
Mails and Sundries	509 30	430 00
Total	$7,414 48	$9,623 88
Decrease in 1864		$2,209 40

The earnings of the Atlantic and Great Western Railway for Jan., 1865, were $319,711 00
January, 1864 ..... 207,298 00

Increase $112,413 00

Railroad Earnings--Weekly.

The earnings of the Grand Trunk Railway for the week ending Feb. 4, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$21,879 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	75,512 00
Total	$100,515 00
Corresponding week, 1864	103,183 00
Decrease	$2,668 00

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Jan. 31, 1865, were:

	1865.	1864.
Passengers	$2,988 25	$2,523 56
Freight	1,480 41	10,082 56
Express	228 00	104 16
Mails	296 58	296 58
Total	$10,993 24	$13,006 86

Receipts from January 1 to Jan. 31:

1865	$44,715 73
1864	27,909 37
Increase	$16,806 36

The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for the 1st week of Feb. $112,934 73
Corresponding week of 1864 ..... 77,544 11

Increase $35,390 62

The earnings of the Chicago and Rock Island Railroad for the 1st week in February, 1865, were $63,141 00
Corresponding week of previous year .. 40,569 00

Increase $22,572 00

The earnings of the Michigan Central Railroad for the 1st week in Feb., 1865 ..... $68,181 00
Corresponding week of previous year .. 68,160 00

Increase $21 00

The earnings of the Marietta and Cincinnati Railroad for the 1st week in February:

	1865.	1864.
Passengers	$9,730 91	$6,600 68
Freight	6,890 82	9,952 97
Mail, express & telegraph	1,194 33	937 58
Total	$17,826 06	$17,451 85
Total for the fiscal year, commencing 1st Jan.	115,938 26	82,258 25

Commerce of Montreal.

We are indebted to the Montreal *Gazette* of the 23d ult., for a brief sketch of the commerce of that port for the fiscal and calendar year 1864, which informs us that notwithstanding enlarged importations, expectations had not been realized, and that it has been one of the dullest and most unprofitable experienced for several seasons.

The principal cause of this state of things it attributes to the low prices which have ruled, and are likely to obtain for some time to come, in timber and breadstuffs which constitute the chief articles of export, and to the falling off in the demand for manufactured lumber in the American market.

Trade, nevertheless, has generally been in a healthy, prosperous condition; comparatively few failures have taken place, and speculative tendencies been restricted to the lowest limits compatible with progress.

The exports also show a large decrease, amounting for the entire province to about seven millions of dollars, but as the crops were on the whole up to those of the previous year, it may safely be assumed that the decrease was not occasioned by deficiency, but rather to the desire to hold over for better terms than those current in the Summer and Fall of 1864—the light stocks held in Europe encouraging the belief in an immediate demand from that country, and a consequent improvement in prices at the port. The prospects for 1865 under these circumstances are considered very favorable, and a more flourishing trade is anticipated.

During the course of the Summer it became apparent that the Government estimates of customs would be greatly exceeded, the imports having already assumed unwonted proportions. The full returns of the year confirmed these anticipations, and the same results obtained in all the principal ports, Quebec excepted. In London the amount of duties collected during the year was $145,247, an average over the receipts of the previous year of $21,611; in Hamilton the increase of duties during the same period was $42,228; in Toronto $180,979; and in Montreal $975,371, or all but a million. In Quebec the duties collected increased only by the sum of $100,000 more or less. Such an increase is unprecedented in the annals of the country, and, although imposed at a period when the trade of the country was greatly depressed by external causes, was borne with great apparent ease. The total receipts collected at the Montreal Custom House amounted to $3,963,992 47, against $2,988,620 92 in 1863, being an increase of $975,371 55. The appended table will show the receipts monthly:

Jan	$142,069 84	July	$358,500 27
Feb	334,597 81	Aug.	609,326 10
March	423,461 21	Sept.	436,165 12
April	254,605 70	Oct.	408,081 82
May	334,554 33	Nov	238,867 66
June	312,248 35	Dec.	111,514 26
Total for 1864			$3,963,992 47

The total receipts for the last seven years were as follows:

1858	$1,673,503 14
1859	2,335,190 10
1860	2,452,248 91
1861	2,391,819 84
1862	2,490,026 38
1863	2,988,620 92
1864	3,963,992 47

The imports at the port for the fiscal year 1864 were valued at a total of $25,651,738. From the detailed list we select the following as representing their general character; premising, however, that the imports of Montreal like those of New York are exceedingly diverse and furnish ample supplies for assorted cargoes:

	Quantity.	Value.
Whiskey, gallons	32,436	$20,915
Gin "	182,854	47,955
Rum "	38,038	12,625
Ale and beer in wood, gals.	337	1,246
" bottles, doz.	17,515	19,656
Brandy, gallons	125,074	151,974
Wine in wood, gallons	401,722	266,934
Wine in bottle, doz.	17,635	55,112
Tea, lbs.	5,034,937	1,845,793
Coffee, green, lbs.	623,374	94,353
Do. roasted	2,810	379
Chicory, lbs	935,430	3,847
Cocoa and chocolate	20,722	3,967
Spices	83,000	17,468
Dried fruits and nuts, lbs.	3,864,078	185,150
Prepared oils, gallons	216,175	156,653
Mustard, lbs	103,052	15,682
Soap, "	777,000	39,835
Candles, "	.....	17,746
Refined sugar, lbs.	25,826	2,030
Raw " "	22,462,010	1,156,722
Molasses, gallons	1,480,684	338,330

The values only of the following are given:

Leather	$222,873
" Manufactured	81,998
Dressed skins	9,074
Boots and shoes	40,490
Saddlery	3,666
Chinaware	5,637
Earthenware	174,876
Glassware	106,536
Paints	86,590
Oils	156,653
Dry lead	26,856
Turpentine	26,840
Cottons	3,192,724
Linens	505,046
Woolens	4,423,807
Carpets	187,242
Thread, etc.	38,891
Hats, caps, etc	277,112
Hosiery	196,995
Shawls	62,221
Silks, satins, etc.	484,877
Parasols, etc	39,162
Cotton yarn, etc.	50,897
Clothing	36,796
Small wares	504,556

The following is a statement of quantity and value of other principal articles imported this year:

	Quantity.	Value.
Coal oil, gallons	63,782	$18,881
Confectionery, lbs.	69,826	10,467
Cordials	3,369	3,578
Cigars, lbs	230,257	160,386
" M	6,235	
Patent medicines	.....	28,018
Snuff, lbs	5,271	1,183
Starch, lbs	262,756	12,934
Tobacco, manufactured, lbs.	7,119,691	11,110
Brooms and brushes	.....	8,391
Cabinet ware	.....	14,975
Carriages	.....	8,282
Cider, gallons	31,588	1,919
Clocks	.....	10,470
Cordage	.....	29,290

Corks	.....	12,393
Drugs	.....	92,372
Essences and perfumery	.....	18,657
Feathers	.....	38,857
Millinery	.....	19,801
Other fancy goods	.....	111,827
Gunpowder	.....	15,700
Glass, plated	.....	137,469
Hops, lbs	65,161	15,304
Hardware	.....	520,396
Locomotives	.....	23,399
Maccaroni, lbs	59,302	4,056
Gold, silvered	.....	41,856
Brass or copper	.....	6,772
Leather or imitation	.....	81,998
Wood not elsewhere specified	.....	22,589
Musical instruments	.....	50,001
Other machinery	.....	43,481
Oil cloths	.....	82,640
Paper hangings	.....	38,079
Paper	.....	70,705
Stationery	.....	88,432
Tobacco pipes	.....	15,905
Toys	.....	14,169
Vinegar, gallons	81,903	17,010
Unenumerated articles	.....	148,538
Copper in bars	.....	23,718
Copper or iron tube, drawn.	.....	29,917
Cotton candle wick	.....	30,496
Jewellery	.....	130,927
Lead in sheets	.....	12,306
Locomotive frames	.....	47,699
Silk twist	.....	22,028
Zinc	.....	31,341

The following tables give comparative statements of the imports classified for the two last fiscal years:

Goods paying—	1864.	1863.
Specific duties	$39,796	$43,016
Specific and ad valorem	1,085,277	2,729,089
100 per centum	.....	52,476
40 "	.....	32,157
30 "	135,626	201,996
25 "	80,953	53,512
20 "	9,503,008	8,698,327
15 "	647	447
10 "	1,104,533	1,235,864
Coin and bullion—free	1,448,013	949,989
Merchandize—free	5,133,561	4,844,012
Total	$25,651,738	$18,841,885

Total value of dutiable goods imported in 1864	$19,070,164
Total value of free goods 1864	6,581,574
Aggregate bond and free	$25,651,738
Goods paid duty ex. ship	$11,896,827
" " ex. warehouse	5,950,380
Total value paid duty	$17,847,207
In warehouse Dec. 31, 1864	$1,975,435

The compilation given below shows the total value of imports for the seven years ending with 1864:

	Dutiable.	Total.
1858	$9,698,191	$11,584,072
1859	12,025,690	15,690,340
1860	12,305,910	15,479,453
1861	12,459,496	16,814,161
1862	12,492,741	20,529,839
1863	12,803,793	18,841,485
1864	19,070,164	25,651,738

We have as yet seen no statement of the aggregate export trade of the port for the year 1864. The details of the trade in produce, however, are given in full. The list shows a large falling off from the previous year, as before observed, but chiefly in grain and flour. The prices as compared with former years ruled very low and withheld stocks from market which would otherwise have been brought forward.

The following is a statement of the receipts of produce at Montreal from the 1st of January to the 31st December:

	1864.	1863.	1862.
Ashes, brls	41,987	44,593	37,507
Flour, brls	824,774	1,088,193	1,144,752
Wheat, bush	1,125,152	5,136,812	8,041,199
Indian corn, bush	100,430	788,969	2,649,135
Pork, brls	36,512	37,468	41,549
Butter, kegs	68,188	66,217	78,230
Peas, bush	304,759	540,590	465,826
Lard, kegs	11,298	7,598	4,440
Beef, brls	945	1,741	645

The exports of produce from Montreal during the same period (1st January to 31st Dec.) *via* the St. Lawrence, Portland and Boston, were:

	1864.	1863.	1862.
Ashes, brls	38,222	34,870	30,206
Flour, brls	424,556	606,732	632,764
Wheat, bush	2,355,600	3,776,507	6,992,093
Indian corn, bush	466	612,221	1,770,209
Pork, lbs	1,878	2,516	5,145
Butter, kegs	62,091	58,868	72,448
Peas, bush	197,562	746,169	707,117
Lard, brls	3,804	10,626	7,408
Beef, brls	1,470	2,482	864

The following statement shows the destination of the produce shipped at Montreal during the season of navigation:

	Wheat, bush.	Peas, bush.	Ashes, brls.	Flour, brls.
Liverpool	754,605	129,492	12,303	64,706
London	202,238	139,802	2,610	31,420
Other Eng. ports	162,831	73,152	10	1,486
Glasgow	947,741	86,977	12,260	163,533
Other Scot. p'rts	106,595	.....	241	13,019
Ireland	29,411	.....	.....	350
Cork for orders.	119,181	.....	.....	53
Lower ports	38	12,366	5	69,814
Total 1864	2,323,740	441,789	27,429	344,481
" 1863	3,741,146	719,216	26,604	495,205

An enormous decrease is also observable in the item of Indian corn, only 259 bushels having been shipped this season, against 646,481 bushels in the season of 1863. The decrease and increase in other articles are shown in the following statement:

Wheat, bush. decrease 1864	1,417,406
Peas, " " do.	277,427
Flour, brls. " do.	150,724
Ashes, " increase do.	825

We give the total shipments of grain and flour from the undermentioned ports for the year 1863 and 1864. They give but a very imperfect idea of the trade at these different points. Nearly the whole of the exports here reported are to the United States:—

	Flour brls. 1863.	Flour brls. 1864.	Grain bushels. 1863.	Grain bushels. 1864.
Goderich	36,142	23,547	87,393	133,255
Chatham	1,495	29	221,077	95,967
Clifton	82,718	33,754	33,995	14,767
Oakville	992	1,307	104,261	47,051
Oshawa	693	7,144	49,275	112,503
Whitby	3,500	4,000	182,165	407,686
Newcastle	.....	441	72,440	81,511
Cobourg	.....	.....	39,566	77,536
Belleville	.....	.....	277,414	57,199
Gananoque	5	147	199	7,481
Brockville	.....	50	2,624	28,508
Total	125,545	70,419	1,070,409	1,063,364

As the principal avenue of the internal trade of Montreal, the Lachine Canal deserves a special notice. The canal opened on the 8th May, and closed on the 3d December.

The following shows the number of trips upwards during the years 1863 and 1864, distinguishing steamers and sailing vessels:

		No.	Tons.
Steamers	1863	1,067	119,341
"	1864	1,207	130,247
Sailing vessels	1863	4,364	372,420
"	1864	3,941	341,623

The number of trips downwards to Montreal through the canal during the same years were:

		No.	Tons.
Steamers	1863	1,082	122,038
"	1864	1,211	132,374
Sailing vessels	1863	4,215	388,705
"	1864	3,738	356,063

The passengers carried compare as follows:

	1863.	1864.
Upwards	7,587	6,756
Downwards	16,844	14,764

The following is a summary of the tolls collected in the two years:

	1863.	1864.
Upward tolls	$21,851 98	$18,000 41
Downward tolls	69,149 69	41,216 30
Other dues	10,838 81	8,612 48
Amount of drawback	.....	11,259 59
	$101,335 48	$79,088 48

From this exhibit it will be seen that there was a large decrease in nearly every branch of business by the canal, the inland navigation partaking in the general dullness observable in the operations at the port throughout the season.

Construction of Statute.—Pecuniary Loss.—Reasonable Expectation.—Damages.

The late case of Pym *vs.* The Great Northern Railway Company, was an action brought by the plaintiff as administratrix, &c., against the defendants, to recover compensation for the loss sustained by plaintiff, (she being the intestate's widow) and her younger children, in consequence of the death of the intestate, who was killed by an accident to a railway carriage of the defendants in which he was travelling, occasioned, as was alleged, by the negligence of the defendants, or their servants.

The circumstances of the deceased were as follows: He was tenant for life of an estate in land, the value of which was a little short of 4,000*l.* a year. By the provision a settlement, executed in 1847, a jointure of 1,000*l.* a year was settled on his wife, and a sum of 20,000*l.* was secured to the younger children on his death. The estate itself passed under the entail to his eldest son. The personal property amounted to about 3,400*l.* He left 8 younger children, all under 12 years of age. The Lord Chief Justice left to the jury to say whether the death of the deceased was occasioned by the negligence of the defendants or their servants, and told them that, in estimating the amount of damages, they must not take into consideration any pain of mind or wounded feeling caused to the widow or children by the death, and must assess damages solely as compensation for *pecuniary* loss sustained by them in consequence of it. He told them that they might take into consideration the loss of the advantages, of superior education, social position, and personal comforts, of which the father's income, had he lived, would have secured the benefit and enjoyment to the family; and also the loss of that provision, which it was to be presumed that the deceased, as a prudent father of a family, would have made by saving from his income for the benefit of his wife and younger children.

The jury found a verdict for the plaintiff, damages 13,000*l.*; apportioning 1,000*l.* for the widow,

and 1,500*l.* for each of the younger children. No compensation was awarded to the elder son he having succeeded to the landed property of the deceased under the entail.

The defendant's counsel obtained a rule, in pursuance of leave reserved, to enter a verdict for the defendants, or a non-suit, on the ground that there was no cause of action established by the evidence; or for a new trial, on the ground that the damages were excessive. The rule was accordingly argued.

The 9 and 10 Vict. C. 93 entitled "An act for compensating the families of persons killed by accidents," after reciting that "no action at law is now maintainable against a person who by his wrongful act, neglect, or default may have caused the death of another person, and it is oftentimes right and expedient that the wrong doer in such case should be answerable in damages for the injury so caused by him," enacts.

Sec. 1. "Whensoever the death of a person shall be caused by wrongful act, neglect, or default, and the act, neglect, or default is such as would (if death had not ensued) have entitled the party injured to maintain an action and recover damages in respect thereof, then and in every such case the person who would have been liable if death had not ensued, shall be liable to an action for damages, notwithstanding the death of the person injured, and although the death shall have been caused under such circumstances as amount in law to felony."

Sec. 2. "Every such action shall be for the benefit of the wife, husband, parent, and child of the person whose death shall have been so caused, and shall be brought by and in the name of the executor or administrator of the person deceased; and in every such action the jury may give such damages as they may think proportioned to the injury resulting from such death to the parties respectively for whom and for whose benefit such action shall be brought, and the amount so recovered, after deducting the costs not recovered from the defendant, shall be divided amongst the before mentioned parties in such shares as the jury by their verdict shall find and direct."

The plaintiff's counsel showed cause, and the defendants' counsel were heard in support of the rule.

The judgment of the court was delivered by Cockburn, C. J.—In this case it was objected on the part of the defendants, first, that the plaintiff was not entitled to recover in point of law; secondly, that, even if the plaintiff was entitled to recover, the damages were excessive. (The chief justice here stated the facts.)

The heads of loss mainly relied on by the plaintiff were, first, the loss of the advantages of superior education, and of the social position and personal comforts of which the father's income, had he lived, would have secured the benefit and enjoyment to the family; secondly, the loss of that provision which it was to be presumed that the deceased, as a prudent father of a family would have made by saving from his income, for the benefit of his wife and younger children.

The jury, who were properly directed, if they considered the fact of negligence, as established, to estimate the damage with reference to pecuniary loss alone, assessed the damages at 13,000*l.*, being 1,000*l.* for the widow, and 1,500*l.* for each of the children.

It is objected on the part of the defendants, that, independently of the amount of damages, the verdict cannot stand; first, because the case does not come within the terms of the statute 9 and 10 Vict. c. 93; secondly, because the loss, even if a pecuniary loss at all, is in the present instance too uncertain and remote to be properly the subject of compensation under the statute.

In support of the first of these grounds of objection, the language of the first section of the act was relied on; and it was contended that, inasmuch as if death had not ensued from the effects of the accident, the deceased could have had no right of action against the company in respect of a pecuniary loss arising only on his death this action could not be maintained by the representative, inasmuch as the right of action is given only where the deceased could have maintained an action if death had not ensued.

We were at first struck with this argument, but, on consideration, we are of opinion that the condition that the action could have been maintained by the deceased if death had not ensued has reference not to the nature of the loss or injury sustained, but to the circumstances under which the bodily injury arose, and the nature of the wrongful act, neglect, or default complained of. Thus if the deceased had, by his own negligence, materially contributed to the accident whereby he lost his life, as he, if still living, could not have maintained an action in respect of any bodily injury, notwithstanding there might have been negligence on the part of the defendants, the present action could not have been supported. But supposing the circumstances of the negligence to have been such that, if death had not ensued the deceased might have brought his action in respect of any injury arising to him from it, we are of opinion that his representative may maintain an action in respect of an injury arising from a pecuniary loss occasioned by the death, although that pecuniary loss would not have resulted from the accident to the deceased had he lived.

As to the second head of objection, we are of opinion that as the benefit of education, and the enjoyment of the greater comforts and conveniences of life depend on the possession of pecuniary means to procure them, the loss of these advantages is one which is capable of being estimated in money, in other words, is a pecuniary loss; and therefore the loss of such advantages arising from the death of a father whose income ceases with his life, is an injury in respect of which an action can be maintained on the statute.

A fortiori, the loss of a pecuniary provision, which fails to be made owing the premature death of a person by whom such provision would have been made had he lived, is clearly a pecuniary loss for which compensation may be claimed.

It is true that it must always remain matter of uncertainty, whether the deceased person would have applied the necessary portion of income in securing to his family the social and domestic advantages of which they are said to have been deprived by his death; still more, whether he would have laid by any and what portion of his income to make provision for them at his death. But, as it has been established by the case decided upon this statute, that, if there be a reasonable expectation of pecuniary advantage, the extinction of such expectation by negligence occasioning the death of the party from whom it arose will sustain the action, it is for a jury to say, under all the circumstances, taking into account all the uncertainties and contingencies of the particular case, whether there was such a reasonable and well founded expectation of pecuniary benefit as can be estimated in money, and so become the subject of damages in such an action.

We are not insensible to the argument *ab inconvenienti*, founded on the very serious consequences which might ensue to a railway company, in the event of a fatal accident happening from negligence to an individual of very large fortune. But we think this is rather for the consideration of the legislature, as to whether any limit should be put to the liability than for us. We see no difference in principle between such a case as the present, and that of a claim by the family of an artisan for the loss of the advantages arising from their father's earnings, in which case it is not doubted that the action may be maintained.

As regards the amount of damages we are led to think that the sum awarded by the jury is too large. Considering that by the settlement, provision is already made on the father's death for the widow and children, that it is uncertain how far the deceased would have added to their provision by saving from his income for their benefit, and that any such provision, whether under the settlement or otherwise, would not have come to them till the father's death, while, on the contrary, both the money secured by the settlement and the compensation awarded by the jury now become realized at once, we think the amount of the damages, so far as the children are concerned, too large. We suggest, while the sum awarded to the widow should stand, the amount awarded to the children should be reduced from 1,500*l* to 100*l*. If this should be assented to on the part of the plaintiff, the verdict will be reduced to 9,000*l.*, and the rule will be discharged; if not, the rule will be absolute for a new trial, on the ground that the damages found by the jury are excessive.

Plaintiff's counsel consented to reduce the damages accordingly.

Rule discharged.

☞ The Chicago and St. Louis Through-line Railroad, *via* Alton was opened on the 1st of February.

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TREASURY DEPARTMENT,
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WASHINGTON, January 25, 1865.

WHEREAS, By satisfactory evidence presented to the undersigned, it has been made to appear that the

AMERICAN NATIONAL BANK

of New York, in the city of New York, in the county of New York, and State of New York, has been duly organized under and according to the requirements of the act of Congress entitled "An act to provide a national currency, secured by a pledge of United States Bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act required to be complied with before commencing the business of banking under said act:

Now, therefore, I, HUGH McCULLOCH, Comptroller of the Currency, do hereby certify that "THE AMERICAN NATIONAL BANK OF NEW YORK," in the city of New York, in the county of New York and State of New York, is authorized to commence the business of Banking under the act aforesaid.

In testimony whereof, witness my hand and seal of office this twenty-fifty day of January, 1865.

Signed, HUGH McCULLOCH,
Comptroller of the Currency.

[SEAL.] 4t-5

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JACOB RUSSELL, Esq., Cashier U. S. Treasury,
H. T. MORGAN, Esq., (of H. T. Morgan & Co.,) New York.
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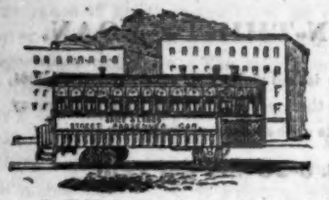

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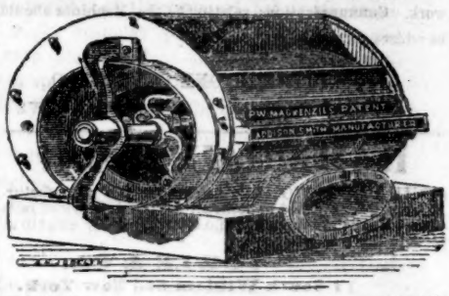

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